

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 57.—Vol. III.]

LONDON: SATURDAY, SEPTEMBER 24, 1836.

[PRICE 6d.]

MINE SHARES, &c.—For SALE and PURCHASE of MINE, RAILWAY, and BANKING COMPANIES' SHARES, in Devon and Cornwall. Apply to JAMES STAVANS, Share Broker, Plymouth: Offices, 33, Bedford-street. All letters to be post paid.

TIN AND COPPER MINE SHARES, CORNWALL.

MESSRS. WINSTANLEY are directed by the Assignees of **MR. MOUTREUX** to OFFER FOR SALE, by AUCTION, on **TUESDAY, OCTOBER 11**, at Twelve, in Lots, **TWENTY-FIVE SHARES** of and in all those valuable **TIN and COPPER MINES** of **RELSTIAN**, in the County of Cornwall, which are now working with great advantage, yielding a profit, and with every prospect of increase.

Printed Particulars may be had of **MR. SOLI**, Solicitor, 68, Aldermanbury; at the **Mart**; and of **MESSRS. WINSTANLEY**, Paternoster-row.

CAUTION.—"MULBERRY HILLS TIN AND COPPER MINING COMPANY, IN THE PARISH OF LANIVETT, IN THE COUNTY OF CORNWALL," &c.—See advertisement in the Mining Journal. Whoever is desirous of becoming an Adventurer in the above-mentioned Mining Company, is requested to apply personally at **POWEY CONSOLS MINE**, in the parish of Tywardreath, where ample proof will be given, by deeds, cost-books, and plans, that that part of Mulberry Hill formerly so productive of tin, and where are now very promising lodes of tin, copper, and other minerals, can neither be sold by **MR. GARD** or by **MR. BEALL**.

If information be required by letter, the same must be post-paid. **JOHN PUCKEY, Agent, Powey Consols Mine, near Lostwithiel.**

TRELEIGH CONSOLIDATED COPPER MINING COMPANY.—The FIRST GENERAL MEETING of the shareholders in this Company will be held at the office, No. 23, Threadneedle-street, on **Wednesday, the 4th day of October next**, at Twelve o'clock precisely, in accordance with the regulations of the Company. **J. BAWDEN, Secretary.** Sept. 14.

TRELEIGH CONSOLIDATED COPPER MINING COMPANY.—The Directors hereby give notice, that a **CALL of TEN SHILLINGS** per share has been made, which they request may be paid into the bank of Messrs. Vere, Sapie, and Co., Lombard-street; or to Messrs. Magor, Turner, and Co., Truro, on or before the 1st day of October next. **J. BAWDEN, Sec.** 23, Threadneedle-street, Sept. 3.

GILLEY MINING COMPANY.—The shareholders in the above Company are hereby informed, that the Directors have made a further **CALL of TWENTY SHILLINGS** per share; Ten Shillings of which to be paid into the East Cornwall Bank, St. Austell, on or before Monday, the 20th inst., and the other Ten Shillings on or before Monday, the 14th November next. The Scrips to be left at the Bank that the payment may be endorsed thereon. **ROCHE, Sept. 13.** **CHRISTOPHER ROBINS, Sec.**

REDMOOR CONSOLIDATED MINING COMPANY.—The holders of shares in this Company, who have not paid the Third Instalment of Ten Shillings per share, due on the 11th of July last, are requested to do so forthwith to Messrs. Bosanquet and Co., 73, Lombard-street; such shares being liable to forfeiture. **HENRY THOMAS, Sec.** 1, Cashion-court, Old Broad-street, Sept. 22.

UNITED HILLS MINING COMPANY.—In consequence of several of the Shareholders residing in the County of Cornwall having intimated to the Directors that they were not aware of the MEETING held on the 1st day of SEPTEMBER last, in sufficient time to attend the same, Notice is hereby given, that a **SPECIAL GENERAL MEETING** of the SHAREHOLDERS of this Company will be held at the **GEORGE AND VICTORIA TAVERN**, Cornhill, in the City of London, on **WEDNESDAY, the 5th day of October next**, at ONE o'clock for half-past One precisely, to again nominate Trustees in whose names the renewed Leases of the Mines proposed to be granted by the Duchy of Cornwall are to be taken; and, further, for the purpose of declaring a Dividend. By order of the Directors, **JAMES SMITH, Secretary.** 5, Adam's-court, 15th September, 1836.

EAST WHEAL JEWEL TIN AND COPPER MINE, IN THE PARISH OF CREED, CORNWALL. Notice is hereby given, that a **CALL of FIVE SHILLINGS** per Share in the above Mine is now due, and that all Shares on which the said Call be not paid, within fifteen days of the date hereof, will be forfeited, according to the conditions. **Sept. 22, 1836.** **J. H. WILLIAMS, Managing Agent.**

WHEAL OSBORNE, WOLLA, AND WHEAL NOBLE TIN AND COPPER MINING COMPANY, BREAGE, CORNWALL. Notice is hereby given, that the **SECOND CALL of FIVE SHILLINGS** per share is made on the Scrips of the above Company, to be paid within thirty days from this date, either to Messrs. Hatten, Caran, and Co., Bankers, Penzance; Sir John W. Lubbock and Co., Bankers, London, on their account; or to the secretary; and all shares, on which such Call shall not be paid within the time above specified, will be FORFEITED, agreeable to the regulations endorsed on the Scrip. The Scrip must be produced that the payment may be inserted thereon. By order of the Directors, **JOHN THOMAS, Sec.** North Parade, Penzance. Dated Sept. 16.

ROYAL COPPER MINES OF COBRE.—Notice is hereby given, that, in conformity with the deed of Settlement, a **HALF-YEARLY GENERAL MEETING** of the holders of shares of "the Royal Copper Mines of Cobre," will be held at the office of the Company, 26, Austin-frs., on **Tuesday, the 25th day of October next**, at Twelve o'clock precisely, when the Directors will declare a Dividend. On that day two Directors, Chas. Pascoe Grenfell and George Wilder, Esqrs., and one Auditor, Robert Passenger, Esq., will go out of office, agreeable to the Deed of Settlement, but are immediately re-eligible, and are Candidates for re-election. Alexander Druce, Esq., who at the last Special General Meeting, held on the 13th of May last, was unanimously recommended to fill the office of Auditor in the room of George M. Glascock, Esq., chosen Director, is a Candidate for election to the office of Auditor, and will be balloted for accordingly. It will be proposed at this Meeting, to alter so much of the Deed of Settlement, as requires before a second Dividend is paid the present Certificates to be called in, the proprietor's names to be inserted in a register, and the shares to be henceforth transferred by deed. By order of the Court of Directors, **W. LECKIE, Sec.** 26, Austin-frs., Sept. 21.

WHEAL MORGAN COPPER MINE, on the Banks of the navigable River Tamar, in the county of Devon. Capital £25,000, in 5000 shares of £5 each. Deposit £2. **DIRECTORS.** Charles Wilkinson, Esq. John Lowe, Esq. Edward Oswald, Esq. John Heyman, Esq. **SECRETARY.—MR. J. BAWDEN.** **BANKERS.—Messrs. Vere, Sapie, Banbury, and Co.** One thousand of the above shares are offered to the public. For prospectuses and particulars, apply to the Secretary, No. 23, Threadneedle-street.

ELKSTONE and RYLEDGE COPPER MINING COMPANY, STAFFORDSHIRE. Capital £20,000, in 4000 shares of £5 each. Deposit £1 per share. The Mine worked by this Company is situated at Ryledge, in Upper Elkstone, about five miles from the town of Leek, in Staffordshire, and has been opened by the present proprietors under unusual prospects of success. It is in the neighbourhood of the well-known Moxon and Heaton veins, which have been productive of enormous wealth. The Proprietors have formed this Association for its more extensive working, retaining a considerable interest therein on their own account. It will continue to be worked at a small expense, and with the expectation of such immediate profit as to render any future Calls (beyond the two of £1 each mentioned in the prospectus) very improbable. A detailed prospectus may be had, and plans of the Mine, with specimens of the ore, may be inspected at the office of Mr. John Dargentfield, 29, Lincoln's-inn-fields, to whom, or to Mr. Frederick Barry, 7, Birch-lane, applications (by letter, postage free) for such shares as are still undisposed of are required to be made on or before the 24th day of October next, when the final appropriation of shares will be made; immediately after which a Public Meeting will be held (of which notice will be given) for the appointment of directors. **BANKERS.—Messrs. Williams, Deacon, Labouchere, and Co., Birch-lane, London; and the Commercial Bank, Liverpool;** to whom the deposits must be paid. **JOHN DARGENTFIELD, Solicitor to the Company.**

LOYD'S, September 21, 1836.—At a GENERAL MEETING of the Subscribers, held this day, pursuant to notice, **G. R. ROBINSON, Esq., M.P.,** in the chair; Resolved unanimously, —1. That the warmest thanks of this meeting be presented to **G. R. ROBINSON, Esq.,** chairman of the Committee for Managing the Affairs of this House, for his great attention to the interests of this Establishment, and particularly for his exertions in urging upon the consideration of His Majesty's Government the expediency of the repeal or reduction of the tax on Marine Insurances, and for the notice he has given in Parliament that he will bring that question before the House of Commons early in the ensuing session. 2. That the thanks of this meeting be presented to the Committee for their attention to the request of the subscribers, and the measures adopted by them for obtaining the repeal or reduction of the tax in question, and that they be requested to confine their exertions for the accomplishment of that object. Resolved, That these resolutions be published in the London morning papers. **W. DOBSON, Sec.**

RARE OPPORTUNITY FOR PROFITABLE INVESTMENT. A PUBLIC AUCTION will be held by **MR. JOHN PHYSICK**, at the **REDFOOT ARMS INN, Tavistock, Devon**, on **TUESDAY, the 27th day of SEPTEMBER** instant, by Four o'clock in the afternoon precisely, by order of the Assignees of the Estate of John Hitchins, Jun., for Sale of the following property, viz. —

AN ANNUITY OF TWENTY-TWO POUNDS TEN SHILLINGS, for the remainder of a term of Twenty-nine years, determinable on the deaths of three lives, severally aged thirty-one, twenty-eight, and twenty-five years, or thereabouts, payable out of the Dwelling-house and Garden in Brook-street, Tavistock, in the occupation of F. Willford, Esq.

9-10th SHARES IN BOTTLE HILL TIN AND COPPER MINE, in the Parish of Plympton St. Mary, Devon, with the like proportion of the Stock of Tin Ore, Cash in the Treasurer's hands, Mining Materials, and Property belonging thereto, which at the most moderate computation exceeds the value of £40 per Share.

Little more need be said to recommend these Shares to public attention, than that the Cost Book of the Mine (which may be seen at the office of Messrs. Hitchins in Tavistock), will show that for several years past, although it has been worked under great disadvantages by inefficient machinery in bad shafts, &c., it has nevertheless returned a good profit to the Adventurers; and, that being now brought into a miner-like and systematic course of working, the profits for the past six months have exceeded £1800.

The sets are extensive, and comprehend many very promising lodes, which have as yet been worked only to the depth of a few fathoms below the surface, the indications however are such as to warrant the most sanguine expectations that they will prove equally profitable to the Adventurers with the ones which has hitherto so well paid them; and it is an important fact, that from the advantages of situation the mine can be drained to a depth of at least 150 fathoms by the local water power alone, which is available to the Shareholders without rent. The dues are 1-15th till £10,000 profit shall have been made, and 1-12th afterwards.

84-30th SHARES IN THE UNITED MANGANESE MINES, with the Mill, Stock of Ore, Cash in hand, Materials and other Property belonging to the same.

These Mines, which are situated in the Parishes of Lamerton and Brentor, in the County of Devon, have been very advantageously wrought for several years, and, independently of the existing profitable course of ore, the discoveries which have been recently made, particularly in the Brentor Mine, promise a rich reward to the Adventurers, even without calculating on the probable continuance of the great advance which has lately taken place in the price of this mineral.

The value of the present stock of Manganese, Cash, and Materials, is estimated at £200 per Share at least.

The speculator is unhesitatingly invited to investigate for himself previous to the sale, in which he will have every facility afforded him by **MR. JOSEPH H. HITCHINS**, at his office in Tavistock, and he may learn the terms of sale and other particulars at the office of **MR. BRIDGMAN, Solicitor, Tavistock.** Dated 1st September, 1836.

VALUABLE FREEHOLD ESTATES AND EXTENSIVE COAL MINES.

SITUATE AT WILNECOTE, IN THE COUNTY OF WARWICK, TO BE SOLD BY PRIVATE CONTRACT, BY direction of the Trustees, for Sale under the Will of the late Mr. William Bond, deceased.

These Estates consist of **THE MANOR OR LORDSHIP OF WILNECOTE**, and upwards of **SEVENTY ACRES OF VALUABLE FREEHOLD LAND**, which are intended to be disposed of together, or in the following lots:—

LOT 1. **THE MANOR OF WILNECOTE**, together with **FOURTEEN ACRES OF FREEHOLD LAND**, divided into convenient closes for occupation.

LOT 2. **FIFTY-SIX ACRES OF FREEHOLD LAND**, in a ring fence, with the Valuable MINES OF COAL, &c., lying in and under the same. It is estimated that there are **Fifty Acres of Coal** under Lot 2, remarkable for its excellent quality and thickness; the Mines under the adjacent lands having been extensively wrought up to the boundary of this estate.

The whole of the above property is slightly situated for occupation, and for the disposal of the produce of the Mines, being near to the turnpike road from Tamworth to Coventry, about two miles from the former place, and accessible by excellent roads on all sides. Additional facilities will be afforded for bringing the produce into market by the Birmingham and Derby Junction Railway, the line of which crosses the estate in a convenient situation. For further particulars, and to treat for the purchase, application may be made to the trustees, **Mr. John Bond, Sen., Nunaton; Mr. Samuel Norman, Nether Whitacre; Mr. Richard Walthew, Lichfield; and to Mr. Felix John Hamel, solicitor, Tamworth.**

N.B.—Plans and particulars of the Estate may be seen at the offices of Mr. Hamel, Tamworth, August 27.

CORNWALL.

DESIRABLE FREEHOLD ESTATE, FOR SALE.—All that Extra-Parochial Manor and Lordship of Tregavethan, adjoining the southernmost part of Perranzabuloe, where it abuts on the south-east confines of the Parish of St. Agnes, containing about 770 acres (statute measure) of Arable, Meadow, and Pasture Land, together with about 200 acres of downs. The Land is redeemed. This property is advantageously situated to the south-east of and sheltered by the Four Burrow Hills, well watered, unusually level, within four miles of Truro (and when the new road through the Vale shall be completed will be considerably nearer), five miles from Redruth, and three from Perran Porth, where rich manure and good sea-sand can be obtained. It is about three miles east of the celebrated Wheal Towan, in the Run of Halicarnage Copper Mine, and throughout intersected with mineral lodes. Parties lately connected with Leake have recently commenced working a sett. In addition to the regular lodes, a most inviting cross-course has been discovered, which, when sunk on, is expected to produce silver-lead. Other parties have applied for setts of this property.

Also adjoining the south of the said Manor, and within the Parish of Kenwyn, about forty-nine acres of ground, with cottages thereon, divided into tenements, in the occupation of John Pearce, Mary Hombly, and others. The above property will be found a most desirable investment, both for Mining and Agricultural purposes. Particulars concerning the same may be had on personal application (or letter post-paid) to **MR. JAGO, St. Mawes.** Sept. 14.

TANFIELD MOOR COLLIERY.—TO BE SOLD, and entered upon on the 1st of January next, all that well-known current-going sea-salt COLLIERY, called "PIT'S OLD TANFIELD MOOR COLLIERY," together with all its fixed and moveable stock of Machinery, Workshops, Granaries, Stables, and Workmen's Houses, &c. This Colliery is situated in the Chapelry of Tanfield, in the county of Durham, and the Field of Coal is upwards of 1000 acres in extent. It contains several valuable Seams of Coal, and the Coals are shipped by the Stanhope and Tyne Railway, on the River Tyne, at South Shields. The Coals are of excellent quality, and bear a high price in the London market. All further particulars may be known by applying to **MR. BIDDLE, Walls-end, Newcastle-upon-Tyne; and Mr. Benjamin Arkless, who resides on the premises, will show the Colliery.**

Sealed tenders will be received by Messrs. Rickard and Walker, 29, Lincoln's-inn-fields, London; or Mr. Cogges, solicitor, Dorchester, Dorset, till the 31st October next, and the purchaser will be declared on the 1st December following. **N.B.—The vendor does not bind himself to accept the highest offer.**

NEW SOUTH DURHAM RAILWAY, PROVISIONAL COMMITTEE.

Joseph Wooller, Esq., Whitby House, Durham. **Colonel Mills, Esq.,** Willington, Durham. **W. J. Ellis, Esq.,** Fulford Hall, York. **William Russell, Esq.,** Brancroft Castle. **George Emerson, Esq.,** Redgate House, Durham. **A. Mowbray, Esq.,** Hurworth House, Durham. **W. Wales, Esq.,** New Hall, Durham. **Francis Mills, Esq.,** 67, Lombard-street, London. **James Gillespie Gordon, Esq.,** 80, Old Broad-street, London. **Thomas Weeding, Esq.,** Great Winchester-street, London. **Richard Wilks, Esq.,** Downs, Dartford. **Henry Wooller, Esq.,** Tulne-hill, Surrey. **F. S. Stokes, Esq.,** Tottenham-yard. **John Blackett, Esq.,** Brixton-hill.

With power to add to their number, **BANKERS.—Messrs. Glyn, Halifax, and Co.** **SOLICITOR.—Thomas Browne, Esq.** **ENGINEERS.—Robert Nicholson, Esq.** **SECRETARY.—Joseph Smith Wooller, Esq.**

The Provisional Committee of this important undertaking beg to inform the public that a deputation of their body are now in the north, superintending all preparatory arrangements, which are now nearly completed. It is also highly satisfactory to state that the public meeting held at Walsingham, on Tuesday 20th inst., in support of the measure, was most numerously and respectfully attended, and that strong resolutions (which will be published with an account of the proceedings) were then passed in favour of the project.

All holders of scrip certificates in the late South Durham Railway are requested to forward their names and addresses, with an account of the numbers of their scrip, to the Secretary, at the offices of the Company, 28, Lombard-street.

MONMOUTHSHIRE IRON AND COAL COMPANY.—Capital £200,000, in Shares of £20 each.—Deposit £5 per Share. No call to exceed £2 10s. per Share every Three Months.

Printed copies of the Prospectus, and of a Report made by two eminent Mineral Surveyors resident in Monmouthshire, and well acquainted with the Iron and Coal Trade, may be obtained on application to **George Ross, Esq., 3, Copthall-buildings, Throgmorton-street, to Messrs. Richards and Walker, 29, Lincoln's-inn-fields, London.** The expected profits are 11s. per cent. per annum. September 12.

THE MINING JOURNAL IN BRISTOL.—The MINING JOURNAL is supplied by **M. BINGHAM, GENERAL NEWSPAPER and ADVERTISING AGENT**, of No. 9, Broad-street, Bristol, and Advertisements for that Journal are received at the same rate of charge as at the office in London; also for all the Country Papers, many of which from the adjoining counties are FILED.

LONDON COLLIERY AND COAL COMPANY.—Capital £200,000, in Shares of £20 each. Deposit £1 per Share.

The Directors of this Company having been requested by many of the Subscribers for Shares to postpone the actual commencement of their trading until the Charter containing Regulations for the Management of the Company and security of the Shareholders has been obtained, they have determined to meet their wishes, and, instead of requiring a DEPOSIT of £3 per Share, to ISSUE SCRIP RECEIPTS upon a DEPOSIT of £1 per Share; they have further determined that the future Calls shall not exceed £1 per Share, of which a month's previous notice will be given.

Applications to be made (post paid) to the Directors, at the Company's Office, 1, Queen-street-place, Southwark-bridge, where Prospectuses may also be obtained.

LONDON AND PORTSMOUTH (Direct) RAILWAY COMPANY.

The Committee of Management of this undertaking have the pleasure to announce, that having at length received the most satisfactory report from their Engineers and Surveyors as to the eligibility of the line to be adopted, they are now enabled to proceed forthwith to the allotment of the Shares.

In the anxiety of the Committee of Management to make a judicious allotment, and from the great accumulation of applications, the allotment will be made strictly in the order of application, and in such proportion as may guard against any personal disrespect to bona fide applicants. **Office, 7, John-street, Adelphi, Sept. 13, 1836.** **JOHN MILLER, Secretary.**

SYMINGTON'S PATENT PADDLES.—The effect of these PADDLES, in equalizing motion, preventing unpleasant vibration, and reducing wear and tear, as well as almost overcoming the swell so loudly complained of, and so dangerous to river navigation, being now sufficiently ascertained since their adaptation to the Midway Gravelston Star Company's boat, and the Sir Robert Hawker, William Symington, and James, towing boats of the Symington Towing Company, Engineers and others interested in steam navigation, are invited to inspect the same, either on the boats themselves, or on the Models at the Office of the Company. To Sea-going Vessels they are more decidedly advantageous. Proprietors and Engineers who may wish to visit the Vessels will be furnished with Tickets, on application at 1, King William-street, London-bridge.

ANTI DRY-ROT COMPANY.—KYAN'S PATENT.—ESTABLISHED BY ACT OF PARLIAMENT, 1825.

It is requested by the Directors that all persons sending Canvases for Salts, Awnings, Tents, &c., to the Tanks of the above Company, or to those of any gentleman having licence under them, for the purpose of being effectually preserved against Mildew or other premature decay, will also send with them the Twine with which they are sewn or stitched together, it being found essential that both should be preserved. It is also requested that no Canvases bleached by acids or by chemical process may be sent. Timber, Canvases, Cordage, Fishing-nets, Twine, &c., prepared at the following Stations:—South Dock, West India Dock; Greenway basin, Pimlico; Surrey Canal Docks; City-road basin; where every situation and facility are afforded to the Trade at large. Applications for Licences to be made to the Secretary, 2, Lime-street-square.

THE CAMBRIAN UNITED COPPER, SILVER, and LEAD MINE COMPANY.

For Working COPPER, SILVER, LEAD, and other Mines in North Wales. Capital £200,000, in 20,000 Shares of £10 each. Deposit 1s. per Share. First Instalment 25s.

HONORARY DIRECTORS. Sir Watkin Williams Wynn, Bt., M.P. Major Hawkes, Dudley. Col. Sir L. F. Jones Parry, K.G.M., M.P. James Proud Johnson, Esq., High Sheriff of Montgomeryshire. Col. Edward M.P. Hugh Davies Griffith, Esq., Caer Rhos. Gov. Sir William Wynn, K.G.H. (With power to add to their number.)

THE CAMBRIAN UNITED COPPER, SILVER, and LEAD MINE COMPANY. The reports of the following experienced and scientific miners, managers, and surveyors of mines, who have carefully examined the mines proposed to be at present worked by the Cambrian Mining Company, are published, and left with the different agents for distribution (together with the prospectuses), namely, the reports of Mr. Jones, of Chester, Manager of the Copper and Lead Mines in the Isle of Man, the Bog Lead Mines in Shropshire, the Llanidloes Lead Mines in Montgomeryshire, and several others in Flintshire, Denbighshire, and Cardiganshire; of Mr. Hughes, Proprietor and Manager of the Llangynydd Lead Mines in Montgomeryshire, and Mr. Griffiths, Manager of Rhinoceros in Monmouthshire, Graigddu and other Mines in Montgomeryshire; of Capt. Tiddy, of the Mona Copper Mines, Pary's Mountain, in the Isle of Anglesea; and of Mr. Parry, Manager of several Copper and Lead Mines in Wales, and Mine Surveyor, Birmingham.

The Mines proposed to be first worked by the Company are near Trawsfynydd, in Merionethshire, in lands called Tanyrall Cae-gwair Bryneclog and Rfel y Miners, Migneint, consisting of upwards of One Thousand Acres, in which several rich lodes of Copper, Silver, Lead, and other ores, have been discovered, but have not yet been worked with effect. The lodes in the grounds have been examined and surveyed by eminent mine agents and miners, and the lodes are reported to be rich, multifarious, and extensive. The ore has been assayed, and produces metal of the finest quality, upwards of sixty tons of copper having been raised out of the lode at Rfel y Miners, at Migneint, which lode has been traced for nearly three miles, and found to bear in every place where it has been tried.

Part of these Mines are held by the present lessee for the term of thirty-one, and the residue for the term of twenty-one years, at a royalty of one-tenth. The distance from the works to the shipping place is about six miles; the road is good and the carriage low. As the works progress, it is intended to extend the operation of the Company to such other mineral districts in the neighbourhood as they may consider worthy their attention.

CONVINCIONS. 1.—That the Company be called "The Cambrian United Copper, Silver, and Lead Mine Company," and be considered as formed when declared to be formed by the members of the above-named Provisional Committee, or by the majority of them, at a general Meeting. 2.—That the capital of the Company be £200,000, in 20,000 shares of £10 each; but that no proprietor shall be liable beyond the amount of his subscription. 3.—That so soon as the Provisional Committee shall have allotted the requisite number of shares, a general meeting shall be convened, to appoint Directors, and for other general purposes. 4.—That the affairs of the Company shall be managed by Nine Directors, whose qualification shall be fifty shares each. 5.—That each subscriber shall, when his shares are allotted, pay into one of the banks of the Company £1 5s. per share, to the credit of the Company, in addition to the 5s. per share paid on his becoming a subscriber, towards the expense of constituting the Company. 6.—That all further calls, if necessary, shall be made by the Directors, as the same may be required, provided, nevertheless, that no larger sum than £1 per share shall be called for at one time; and that an interval of three calendar months shall intervene between each call. 7.—That every Shareholder shall be entitled to one vote for every twenty shares he may possess. 8.—That a Deed of Association, containing provisions for the security of the Shareholders, and limiting their responsibility to the amount of their respective subscriptions, and for the management of the Company, shall be prepared and executed as soon as practicable. 9.—That the shares of these persons who shall neglect or refuse to execute the Deed of Association within two calendar months, being required in writing so to do, shall be forfeited to the Company, together with the deposits paid thereon. 10.—That the Directors for the time being shall have full power to treat for and to purchase and work the above and such other Mines as they, or the majority of them, shall deem advisable for the use of the Company; that the Directors be chosen annually, with full power to manage the affairs of the Company, and with liberty to choose the officers of the Company, with reasonable compensation. That all such Directors receive a remuneration for their trouble. 11.—That the Mines proposed to be worked by the Cambrian Company be valued and sold for, to the present Lessee, out of the first instalment, according to the valuation of two experienced Miners; one to be chosen by each party, with power, in case of disagreement, to choose an umpire to value the Mines. Prospectuses, with conditions annexed, may be had from, and applications for Shares made to, Messrs. Spurrier, Chaplin, and Spurrier, Solicitors, Birmingham; Mr. Mallaby, solicitor, Liverpool; Messrs. Milne, solicitors, Manchester; Mr. Nock, solicitor, Wellington, Salop; Mr. Epton, solicitor, Mold, Flintshire; Mr. David Williams, solicitor, Pwllheli, Carnarvonshire; Messrs. Brierley and Vizard, Lincoln's-inn-fields, London; Messrs. Norton and Chaplin, 3, Gray's-inn-square, London; Mr. H. B. Westmacott, solicitor, 7, South-square, Gray's-inn, London; Mr. Hyde, solicitor, Ely-place, London; Mr. Charles R. Roberts, solicitor, Gray's-inn, London; Mr. T. A. Dale, Castle-street, Liverpool; or Mr. B. COOK, mine-agent, Birmingham.

The application to be made in the form following:—**THE CAMBRIAN MINING COMPANY.** Gentlemen (or Sirs),—I request you will reserve and secure to me Shares in this Company; and in consideration thereof I agree to take the said Shares upon the conditions mentioned in the prospectus. Dated day of 1836.

By Line 4 of the Copper and Lead Ore may be seen at the office of B. Cook.

HEIRS AND NEXT OF KIN REGISTER.—Many thousand Advertisements for Heirs and Next of Kin have been carefully collected, and may, on being properly worked, prove very productive Mines. Apply at DEACON'S GENERAL ADVERTISEMENT OFFICE, 3, WALBROOK, where the Newspapers from every county are regularly filed for the inspection of Advertisers. Orders punctually attended to.

WHEAL GRYLLS CONSOLIDATED TIN MINES, in the County of Cornwall.
Capital £120, in 1024 shares of £5 each. Deposit £1 per share.

BANKERS.
Sir John Lubbock and Co., London; Hodge and Norman, Devonport; East Cornwall Bank, Liskeard.

These Mines are situated in the parish of St. Neot, and comprise the sets of Lina Lestow and Lawton Estates, being several hundred acres of land, adjoining on the south and west sides thereof that part of the St. Neot and St. Cleer Consolidated Mines called Gonion Down, on which the recent discoveries of several rich lodes have raised the value of these Mines to a considerable premium. Ten lodes have already been discovered, on the course of which Wheal Grylls sets extend about a mile from east to west. The workings on the Punctbow and from which the St. Neot and St. Cleer Consols adventurers are at present raising Tin, on Gonion Down, are distant only about five fathoms east of Wheal Grylls set, in which the same lode has been recently cut. All the other valuable lodes which have been discovered on Gonion Down pass immediately into Wheal Grylls set, where the old workings on the same lodes have also been very extensive.

The level which the St. Neot and St. Cleer adventurers are at present driving from north to the south side of Gonion Down, to cut the whole of the lodes therein at a depth of sixty fathoms, will pass at a short distance only from and about parallel with the eastern boundary of Wheal Grylls set.

Besides the lodes from Gonion Down, two other lodes have been discovered on the south part of Wheal Grylls set, at a distance only of seven fathoms from each other, on one of which the present adventurers have sunk a shaft about twelve fathoms, and have raised Tin of an excellent quality, and are now sinking on the other lode, on the course of which they are about to drive a deep adit from a valley on the west side of the sets.

From the very promising prospects of these Mines, the many facilities afforded for working them by means of deep levels from the valleys on the west and south sides of the sets, and the copious supply of water with which the sets abound, it is confidently expected that a small outlay only will be required to make a return to the Shareholders.

In order effectually to carry on these Mines, it is proposed to divide the Company into 1024 shares, at £5 per share. The deposit to be £1.

The sum of £1 to be paid to the present proprietors for their discoveries, costs, sets, materials, ores, &c., up to the 1st of August last, and the sum of 5s. for prosecuting the Mine, when the Scribes are delivered.

Applications for shares to be made to the Bankers of the Company, London, Devonport, and Liskeard; to Mr. J. E. Hewett, Exchange, Plymouth; Mr. Colman and Mr. Myers, stationers, Mr. John Symonds, mercer, Fore-street, Mr. Gibson, Catherine-street, Devonport; and Mr. S. B. Crabb, Bodmin.

CONDITIONS.
The nominal capital of the Company to be £5120, in 1024 shares at £5 per share.

A deposit of £1 per share to be paid to the Bankers of the Company at the time of subscribing, and a further sum of 5s. on delivery of the Scrip.

A General Meeting of the Shareholders to be held as soon as the whole of the shares shall have been disposed of, of which notice shall be given by advertisement in the West Briton, Devonport Independent, Plymouth Journal, and Mining Journal Newspapers, at which meeting Directors to be appointed for the management of the affairs of the Company, subject to such regulations as shall be then agreed on. No Scrip to be delivered for less than two shares.

The Report of Captain Tredinnick, Agent of St. Neot and St. Cleer Consols: Wheal Grylls set, which adjoins our set of Gonion Down on the south and west sides, comprises the greater part of the lodes from Gonion Down, including our most valuable lodes, and amongst them the Lionspark, Punctbow, and John's Lodes (the latter of which is four feet wide). It is my opinion that John's Lode, and another which we have cut on Gonion Down, come together in Wheal Grylls set.

RICHARD TREDINNICK.
Report of Captain Paul, agent of Pembroke Mine:

I find Wheal Grylls set is situated to the west and south of the St. Neot and St. Cleer Consols Mines, extending over several hundred acres of land, comprising several lodes at the south of St. Neot and St. Cleer Mines, besides having the immediate continuation of the lodes from these mines, with every view of their being equally productive. It is my opinion that, if properly worked, Wheal Grylls will make a good mine. Pembroke Mine, July 11.

EDWARD PAGE.
Report of Captain Thomas Rich, Agent of East Wheal Fortune Tin Mine, Liskeard:

According to your request, I have been to St. Neots to inspect Wheal Grylls Mine, which is situated adjoining and to the west and south of Mr. Row's Mine, the St. Neot and St. Cleer Consols. I was much pleased with the situation and appearance of your set, upon which I need add little comment, when I say that it contains nearly the whole of the lodes from St. Neot and St. Cleer Mines, eight at present discovered, many of which are large lodes and well timed, and on which I found the old workings had been considerable in your set; the present workings in the St. Neot and St. Cleer Consols, on a lode called the Punctbow lode, and on one or two other lodes of which I have not the names, are within a few fathoms of your set. Wheal Grylls being on a declivity, with a deep vale on the west, gives me a still higher opinion of it on that account, as I find a deep adit from fifty to sixty fathoms may be brought up on the course of any of the lodes. I find also within your set, and at the south of the St. Neot and St. Cleer Consols, there are two lodes, only seven or eight fathoms apart from each other; one an excellent Tin lode, the other I think will make Copper in depth. Upon the whole, no miner can say but that yours is a promising concern—it stands very high in my opinion. I have now given you my candid opinion, and I remain, your humble servant.

THOMAS RICH.

THE AMERICAN LIFE INSURANCE AND TRUST COMPANY has established a GENERAL AGENCY OFFICE in the city of London, for the transaction of their EUROPEAN BUSINESS, and have appointed as their Agents the house of GEORGE WILDES and Co. The company is organized under a perpetual charter from the State of Maryland, and is formed on the model of the New York Life Insurance and Trust Company, which is generally esteemed the most solid, as it certainly is the most flourishing, of the modeled institutions of the United States. The major part of the trustees who manage the concerns of the American Trust Company reside in the city of New York, and it is in that city and state that the investments of the company are and will continue principally to be made.

The capital of the company is two millions of dollars (about £400,000), one million more than that of the New York Trust Company. Of this capital, £1,000,000 dollars have been paid in and secured according to the charter. The residue has been called for, and will be paid on the 1st October next.

In addition to that of insuring lives, the principal business of the company consists in making investments for individuals, employing them as agents and trustees under a guarantee commission, and in receiving deposits for a definite period, and allowing interest thereon. It is to these branches that the London agency is confined.

The company, by their agents, will receive monies from persons desirous to make investments in American securities, real or personal, for any term of years not less than five, nor exceeding twenty, on the following terms:—The company must have six months from the time that the monies shall be lodged with their agents in London to make the investment, but during that period will allow interest at four per cent. per annum, and will include the interest in the sum invested. The investment must be made in the name of the company, or some of its officers, as trustees for the party entitled in such securities as they may deem proper, with power to change the same from time to time as they may deem the safety of the investment to require, and such trust must continue during the term for which the investment is made. The company will guarantee the payment of interest on the investment, at the rate of six per cent. per annum, payable half-yearly, and will re-emit the same for payment at their agency office in London, ninety days being allowed for the remittance. Any surplus interest beyond that guaranteed the company will retain. The company guarantee the repayment of the principal sum at the expiration of the term of the credit, and will remit the same at their own risk for payment by their agents in London, or at the option of the party entitled, will assign to them the stocks or other securities in which the investment is made; if the stock or other securities shall be sold by the company the party entitled will receive any surplus they may produce beyond the sum invested. All remittances will be made at the current exchange on sixty days' bill. The charges of the company will be five per cent. for making and guaranteeing the investment, half of one per cent. on the sum invested for collecting and guaranteeing interest, and one per cent. on each remittance for making and guaranteeing the same. The agents in London being compensated by the company, no charge will be made by them either for receiving monies or for making payments. The advantages of this mode of investment are a high rate of interest, certainty in its payment, and special security, with a chance of profit by its advance in value, in addition to the corporate liability of the company. The agents will furnish to the party entitled a list of the securities in which the investment is made, and will apprise him of all alterations made therein.

From persons desirous to make investments directly with the company, they will receive deposits at their agency office, redeemable for a term of years, and allow interest thereon at the rate of five per cent. per annum. By the terms of the certificate issued for such deposits, both principal and interest will be made payable at the agency office in London. The interest will be paid half-yearly, on the first day of January and July in each year. For the present, and until further notice, these certificates will be issued at par. Deposits of this description are invested by the company in bonds and mortgages, on productive real estates, free from any prior incumbrance, and worth double the sum advanced thereon. From the facility with which titles may be investigated in the United States, and especially in the State of New York, and the continual advance in the price of land, securities of this character are esteemed the best and safest that can be taken. The whole capital and nearly four-fifths of the deposits of the New York Trust Company are thus invested.

The company will also receive temporary deposits, payable in England for a period not less than six months, and allow interest thereon, on deposits for six months' interest at the rate of four per cent. per annum will be allowed for one year, at the rate of 4 1/2 per cent.

The company will also receive from persons going to America, or desirous to make remittances to any part of the United States, temporary deposits, payable at some one of the offices of the company in the United States at the current exchange when presented, and with interest from the date of the deposit. If the certificate issued for such deposit shall be payable sixty days from date, or at thirty days' sight, the interest will be at the rate of three per cent. per annum; if at ninety days from date, or sixty days' sight, at the rate of four per cent. The plan now proposed furnishes a more certain and advantageous mode of remitting funds to the United States than has hitherto obtained in practice.

All the certificates for temporary deposits, whether payable in England or the United States, will be negotiable.

Holders of shares in the capital stock of the company may have the same entered and recorded in a transfer book kept by the agents. The shares so entered will be transferable on the agent's book, and the future dividend to be paid at the agency office on the first Monday of February and August in each year. The dividends will be remitted at the current exchange for a commission of one per cent.

The fullest information relative to the charter of the company, its business and prospects, and the character of its trustees and officers, will be given on application to the agents, George Wildes and Co., 19, Coleman-street, London. Reference may be made with regard to the character and stability of the institution, to Messrs. Smith, Payne and Smith, Messrs. Grote, Prescott and Grote, and Messrs. P. de Lisser and Co.

THE MINING REVIEW.
Edited by HENRY ENGLISH, Esq., F.G.S.

CONTENTS:
ORIGINAL COMMUNICATIONS: 1. On Metalliferous and Mineral Deposits—2. Analysis of the Mexican Process of Amalgamation—3. The Mineral Topography of Great Britain—4. Geological Survey of the Carn Menellis District, Cornwall—5. On Civil and Mining Engineering—6. Schaufelen's Hot-Air Furnace Feeder—7. On the Occurrence of the Precious Metals in Great Britain—8. Proposed Plan of a Geological Survey—9. On Pumps used in Mines—10. Visit to the Quicksilver Mines of Idria—11. On the Auriferous Rocks of Virginia—12. On the Ventilation of Mines.

MISCELLANEA: Geology—Preservation of Cast-Iron Pipes—Mechanical Power of Steam—Iron—Malachite—Pary's Mountain—Effect of Heat on Mineral Substances—Exports of Metals—Application of the Hot-Blast—Steam-Engines—Tis—Gradual Rising of Land—Surprising Escape of a Miner—Density of the Earth—Antediluvian—Silver Mines—Fossil Equisetia—Gradual Elevation of parts of Sweden—Blasting Rocks—Palladium—Masses of Meteoric Iron in Mexico—Gold Mines in North Carolina—Artesian Well—Mineral Produce—Artificial Felspar—Petroleum—On the Occurrence of Metals in Rocks—Tin Boundaries—Analysis of a Fossil Tree—Diamond Matrix—Importation of Coal—On the Cementation of Iron—Unproductive Labour in Mines—Occurrence of Bones in a Coal Mine—Platina and Gold of the Upland Mountains—Triglyphs, a new Mineral—Diamonds in North America—Hydroboracic, a new Mineral—Cinnabar of Mexico, Peru, and Chili—Coins and Medals—Idocrase in the Isle of Skye—On Assaying the Ores of Manganese—Allanite of Greenland—Antimonial Nickel—Chastolite—On the Proofs of a Gradual Rising of the Land—Needle Ore—Diamonds at Algiers.

SCIENTIFIC BODIES: Society of Arts—Geological Society of London—Geological Society of France—Report of the Geological Reconnaissance of the State of Virginia.

NOTICES OF RECENT PUBLICATIONS: Memoirs of the Life of Sir H. Davy—Report of the Royal Cornwall Polytechnic Society—Geological Map of England and Wales—Silliman's American Journal of Science and Arts.

APPENDIX: Abstract of Tin coined in Cornwall and Devon; and particulars of Copper Ores purchased by the Companies in Cornwall and Swansea—Weekly Sales of Copper Ore at Tockings in Cornwall—Product of each Copper Mine in Cornwall, with a Summary—Workings of the various Mines in Cornwall, &c.

London: Published by SIMPKIN and MARSHALL; and may be had of every bookseller in the United Kingdom.

Contents of No. VII. of the MINING REVIEW:

ORIGINAL COMMUNICATIONS: On Mining Companies—Descriptive Notice of the Consolidated and United Mines—Comparative View of Celebrated Mines in Europe and America—Parallel between the British and Continental Methods of Copper Smelting—On the Geological Position of Rocks, and on the Separation of Gold from the Ore at Gongo, in Brazil—On the System of Amalgamation pursued at the Hacienda of San Pedro Nolasco, in Capulapum—Address.—MISCELLANEA:—NOTICES OF RECENT PUBLICATIONS—NEW COMPANIES FOR WORKING MINES—PROCEEDINGS OF PUBLIC COMPANIES—CORRESPONDENCE FROM MINING DISTRICTS—APPENDIX.

THE MINING JOURNAL AND COMMERCIAL GAZETTE.
The only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of Public Companies, Correspondence from the Mining Districts, Sales of Ores, Prices of Shares, Mines, Railways, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting Scientific Intelligence, &c., is published every Saturday, price Sixpence, and may be had of all newsvendors in town and country.

Office, 12, Gough-square, Fleet-street, London.

Just published, handsomely mounted on canvas and rollers, price 61s., with letter-press description,

THE MINER'S GUIDE; a Chart of the principal Mines of

Coal, Ironstone, and Limestone, in the counties of Stafford, Salop, Warwick, and Durham, accurately exhibiting the thickness and quality of each successive stratum, with copious Geological and Topographical Descriptions.

Mine and Land Agent, Sandysfield, Sedgley.

This work exhibits a complete View of the Stratification of the Coal and Ironstone in the above counties, with full statements of the cost of making the ores available. It contains also an account of the most approved modes of working, and is interspersed with numerous important geological facts and observations, collected during the course of a life spent in active employment connected with Mining operations. London: CHARLES TILLY, Fleet-street.

LONDON AND BOSTON RAILWAY.
The Prospectuses, with Names of Directors, &c., are now ready.

77, Cornhill. WILLIAM KNIGHT, Secretary.

LONDON AND BOSTON RAILWAY, AND BOSTON-HAVEN IMPROVEMENT COMPANY, to join the London Grand Junction Railway at or near Camden Town, thence passing between Highgate and Hampstead, by Finchley, Barnet, St. Alban's, Luton, Bedford, Kimbolton, Peterborough, and Spalding, to Boston.

Capital £2,000,000, in 40,000 Shares of £50 each.—Deposit £1 per Share.

CONDITIONS.
1. The capital of the Company shall be £2,000,000, to be raised in 40,000 shares of £50 each.

2. Subscribers will not be answerable beyond the amount of their actual deposit, should the Act be obtained, and, if obtained, not beyond the amount of their respective shares.

3. A deposit of £1 per share to be paid into the hands of the Bankers.

4. The deposit so subscribed shall be available to the expense of the undertaking, such as making surveys, applying for the Act of Parliament, &c., and no further call will be made until the Act is obtained.

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William Clay, Esq.

With power to add to their number.

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Mr. John Sanders.

BANKERS—Thomas Barnard, Esq., and Messrs. Pierson and Trapp.

SOLICITOR—William Rogers, Esq.

Prospectuses may be had at the Office, with the Plan, Estimates, &c.

Application for Shares may be made to the Secretary, at the Company's Offices; to the Solicitors, Henry F. Richardson, Esq., 7, Ironmonger-lane, Chesapeake, London; to Messrs. Thirkell and Rogers, of Boston; and to William Rogers, Esq., Bedford, in the following form, and no other will receive attention.

Applications in which a respectable reference is given will also be preferred.

"To the Provisional Committee of the London and Boston Railway, and Boston-Haven Improvement Company.

"GENTLEMEN—I request to become a Subscriber for Shares in this undertaking, and agree to take such Shares as shall be allotted to me, and to pay the deposits thereon, in conformity with the Prospectus, and to execute the Parliamentary Contract and Subscribers' Agreement, as and when I shall receive notice to do.—I am, Gentlemen, &c."

The Christian and surname, with date and address, to be signed by the applicant.

All other particulars may be learnt on application to Messrs. Remington and Son, the Engineers to the Company, at their Offices, Kenton-street, Brunswick-square; or to Robert Sheppard, Esq., Boston; and also to William Rogers, Esq., Bedford.

WILLIAM KNIGHT, Secretary.

Offices, 77, Cornhill, London, July 30.

SOUTHAM COAL AND MINING COMPANY.
Capital £12,500, in 2500 Shares of £5 each.

PROSPECTUS.
In consequence of the favourable nature of the elaborate and scientific Report recently given by Mr. Holdsworth, and of the subsequent opinions delivered by Mr. Bullock and other eminent and experienced miners, who have investigated the late undertaking, for the discovery of Coal upon an estate called the Holt Farm, in the parish of Southam, it has been determined in Committee to prosecute the operations.

Considering the great importance which the undertaking now assumes, and the great advantage which would accrue, not only to the proprietors of the land, but the inhabitants of Southam and the surrounding districts, should a workable Mine of Coal be discovered, the Proprietors, in order to effect this object, have proposed to form a Company of Shareholders, with a Capital of £12,500, in 2500 Shares of £5 each. It is considered that a Deposit of 10s. per Share will be sufficient to carry the Boring to the necessary depth beyond its present termination, to ascertain the existence or non-existence of Coal. It is, therefore, proposed that 10s. per Share only be paid into the Banker's hands by each person, on his being admitted a Shareholder; that no further Call shall be made upon the Shareholders until the Committee of Management, to be hereafter appointed, shall have given to each Shareholder one month's notice to pay a further Deposit of 10s. per Share, and so on in like manner until the Calls (if so many shall be found to be necessary) shall amount to £5 per Share.

That 1000 Shares shall be reserved to be disposed of in such manner and at such time as the Committee of Management shall direct.

That the Company shall be considered formed when Shares to the number of 1000 are subscribed for.

That as soon as the Company is formed, a meeting of the Shareholders shall be called, for the purpose of appointing a Committee of Management of nine of the Shareholders.

That two of the Owners and Proprietors of the Land shall be two of the Committee, but that no Shareholder shall be eligible to be elected on such Committee, unless he be a holder of twenty or more Shares; and that no person shall have more than 100 Shares.

That every Shareholder shall have one vote for every twenty Shares he may possess at the time of voting, to the extent of three votes, but not more.

That if, in the opinion of the Committee of Management, a workable and profitable Mine of Coal shall be discovered, a Deed of Conveyance shall then be immediately prepared at the expense of the Company, upon the conditions following:—The Owners and Proprietors for the time being of the said estate, to absolutely sell and convey to the said Company Thirty Acres of the same estate at the price of £100 per acre; the Thirty Acres to be taken out of any part of the same estate the Committee of Management may think proper; the purchase-money for the same to be paid for at the times and in manner following:—The sum of £1500 at the expiration of six months from the date of the said Deed of Conveyance, and the remaining £1500, with six months' interest thereon, at £5 per cent., at the expiration of twelve months from the same date.

That a Deed of Settlement shall be prepared upon the formation of the Company, containing all necessary clauses and provisions for the proper management of the affairs of the Company; such Deed to be prepared, perused, and settled at the expense of the Company.

All applications for Shares must be made in writing, and in the following form, to the Warwick and Leamington Banking Company; Mr. Thomas Samuel Wright, Solicitor, Southam; Mr. Philomen Price Sanders, Solicitor, Leamington Priors; Mr. Capper, Solicitor, Birmingham; Messrs. Golby, Munton, and Draper, Solicitors, Banbury; Mr. Farver, Sheel-street, Daventry; Messrs. Rickards and Walker, 29, Lincoln's-inn-fields, London; and Messrs. Newton and Enderby, 11, Lincoln's-inn, London.

P. P. SANDERS, } Solicitors for the Company.

THOMAS S. WRIGHT, } Company.

FORM OF APPLICATION.
SOUTHAM COAL COMPANY.

I request you to reserve Shares in this Company, and I hereby undertake to pay into the Warwick and Leamington Bank a Deposit of 10s. per Share, and also to pay such further Calls as may be made by the Committee of Management upon the terms above stated, so that such Calls do not exceed £5 per Share.

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At a Meeting held at the Craven Arms Inn, in Southam, on Monday, the 5th day of September, 1836, pursuant to advertisement, the above prospectus was read and adopted, and 270 Shares were subscribed for.

ADVANTAGE OF THE RAILWAY.—The other day, a farmer beyond the South Esk brought eleven tons of wheat, at once, with a single horse, from Newton Grange to the granaries in St. Leonards' depot; and the saving he computes as follows:—He got waggons from the railway company, and used his own horse.

£ s. d.
He paid the railway dues 0 13 9
His horse and man a day 0 4 0
Half a day of two horses and carts loading waggons 0 4 0

Total cost by the railway 1 1 9

By carting the same to Edinburgh, he would have employed eleven horses and carts a day 2 4 0

Two tolls on ditto 0 7 4

Total by the high road 3 11 4

Saving by using the railway 1 9 7

Yet, strange to say, in this well-informed age, very little traffic, we are told, has taken place hitherto in the above way.

GREAT WESTERN RAILWAY.—In consequence of the Great Western Railway Company not being allowed, by the Commissioners of Woods and Forests, to pursue their intended line across Old Oak Common, they have been obliged to deviate in their track towards Ealing, and to make a curve scarcely compatible, it is thought, with their intended speed of forty miles an hour.

CROYDON RAILWAY.—The first stone at the station of the Croydon Railway, at Croydon, was laid on Wednesday, at eleven o'clock in the morning, amidst the shouts of 150 workmen, who are engaged in the excavations on the line of that railway, which is now proceeding with the utmost rapidity. The poor men were afterwards regaled with a pound of beef each, and porter, by order of the directors.

LEITH RAILWAY.—We were happy to observe, on Wednesday, that workmen had commenced forming the line of the Leith Branch Railway from the Ferry Boat Stairs eastwards. This was indispensable to complete the utility of the railway to the public.—*Edinburgh Chronicle.*

SOUTHAMPTON RAILWAY.—At the late half-yearly meeting of the proprietors of the intended Southampton Railway, the allowance to the directors was increased from 500l. to 1000l. a year.

SPECULATION.—Sixteen thousand shares in the London and Birmingham Railway are held by persons residing at Liverpool. The value of each share is 75s.; so that the shares in this railway have produced at the present time a net profit to Liverpool of 1,200,000l.—*Morning Herald.*

RAILROADS IN AMERICA.—The Canadians propose to cut a road from St. Andrew's, New Brunswick, to Quebec, passing through the territory disputed between Great Britain and the United States. This road will be 250 miles long, and will cost, according to the estimates, about four millions of dollars. The British Government has granted 10,000l. towards it from the land revenue of New Brunswick, and the Legislature of New Brunswick and Lower Canada have sanctioned the grant. Another road, from Belfast and Portland to Quebec, has been surveyed, preparatory to operations being commenced. A third great railroad, penetrating from Canada to New England, and running along the valleys of the Connecticut and Assumpis rivers, will soon be in operation.

STEAM NAVIGATION.—We have great pleasure in stating that Count Novitzoff, High Chancellor of Russia, and President of the Council, honoured Mr. Samuel Hall with his company to Gravesend lately, accompanied by some eminent engineers, to investigate the pair of engines of 180 horse-power, with Mr. Hall's patent improvement, on board the Hercules steam-ship, belonging to the St. George Steam Company. The Count, who is well acquainted with the subject, as well as the other scientific gentlemen, expressed themselves very highly gratified with the perfect action of every part of the engines. We understand that although they have been at work between seven and eight months in sea water, the boilers have never required the removal of salt or scale. They are as clean as they were the day they were set to work; this is owing to the circumstance, that the entrance of salt or dirty water into them is entirely avoided, although the vessel is navigating the most saline sea-water or muddy rivers.—*Observer.*

THE NEW VEHICLE RETARDER.—Much curiosity has been excited in Oxford by repeated trials of a new invention intended to regulate the speed of carriages when descending a hill, by means of which the coachman can instantaneously or progressively lock both the hind wheels. The apparatus was applied to a four-horse stage, which was loaded with passengers, and, on ascending or descending a hill, was found to answer all the purposes intended. The inventor then proposed that the coach should be taken down the hill without the horses, and it was frequently stopped while proceeding at the rate of twelve miles an hour. Many practical gentlemen had ample proofs of the principle of the invention by having the coach lifted up, and the two hind wheels allowed to turn free on the axle, when it was found that a two-pound weight, placed on the extremity of the wheel, would greatly bring it round; but when the first degree of retarding power was applied, it took a weight, so placed, of fifteen pounds to bring it gently round; the second degree, thirty-six pounds; the third degree, fifty-six pounds; and the fourth degree, three quarters of a hundred; but with this weight no one person was capable of moving either wheel on its axle. Mr. B. Pearson, organist of the city church, is the inventor.—*Oxford Paper.*

PROCEEDINGS OF PUBLIC COMPANIES.

KERROW TIN MINING COMPANY.

A general meeting of the shareholders in this company was held at the office on the 8th inst.

EDWARD GARLAND, Esq., in the chair.

The advertisement calling the meeting having been read from the *Mining Journal*, the secretary proceeded to read the report, which stated that two of the directors had visited the mines, and examined the operations since the commencement. The engine, a forty-inch cylinder has been erected, and is now working; and the shaft sinking, to enable their seeing the lodes at a twelve fathom level. A stamps of twelve heads is erected, but owing to the dry season had been only partially at work. Eight lodes or branches have been discovered; and from one named Atkinson's lode, which has been opened for fifty fathoms, one of the directors took some tin stuff, and had it tried, when it was found to produce twenty-one cwt. of black tin to the 100 sacks of sixteen gallons: the lode throughout has a very favourable appearance, and from a deeper level some considerable returns may be expected. Another lode twelve feet wide, named Garland's lode, had been driven through, and was found to contain a small quantity of tin throughout, and from which favourable results were also expected. It is also stated, that twenty-four separate samples of the Stent burrows had been taken, the average produce of which was about three quarters of black tin to the 100 sacks of twelve gallons; and as very little expense would attach to the returning the same, a fair profit might be expected on the erection of a steam stamps for this purpose, while the immense extent of these burrows left no doubt of a long continuance; the estimated expense was calculated at from 1500*l.* to 2000*l.*, and the shareholders were called upon to give their concurrence to the same.

A detailed statement of the cash accounts was then laid on the table, which showed a balance in the banker's hands of 380*l.* 10*s.*

The directors who had visited the mines, Messrs. Garland and Atkinson, then expressed their gratification at the proceedings on the mine, and their opinion that there could be little doubt of ultimate success.

The report having been received, it was then resolved,—That this meeting consider it absolutely necessary that a steam stamps should be erected forthwith, and recommend the directors to proceed in the same without delay. A vote of thanks was passed to the chairman, and the meeting adjourned, unanimously expressing their approval of the past, and their confidence in the undertaking.

ANORI GOLD STREAM WORKS COMPANY.

A meeting of this company was held at the George and Vulture Tavern, on the 16th inst., the object of which, as defined in the advertisement convening the same, was to take into consideration certain additional powers of attorney, recently arrived, respecting the proposed Rio Negro Gold Stream Works Company.

J. H. DRACON, Esq., in the chair.

The CHAIRMAN stated to the meeting, that the new powers of attorney had been left at the office of one of the directors of the Anori Gold Stream Works Company previous to his having seen it himself; and that immediately on his arrival in town from Devon, he (the chairman) had called at the office of the company, and that a meeting of the directors had been held on Wednesday, the 7th inst., at which the secretary had received instructions to advertise a special meeting of the Anori Company, to take into consideration additional powers of attorney, which had recently been received from South America, respecting the Rio Negro; on the following day, however (at what by a proprietor present was designated as a hole-and-corner meeting), it had been determined not to call the meeting agreed upon, the form of notice for which had been settled at the previous meeting of the directors, held on the 7th inst. The chairman then observed, that he had received notice of this deviation from the course agreed upon on the Friday, and immediately caused the present meeting to be advertised, as the period for the powers of attorney being acted upon expired on the following day, consequently rendering the holding of the meeting on that day indispensably necessary. Several letters were then read from the proprietors of the Rio Negro property, and the powers of attorney recently received, from which it appeared, that while obstructions had been raised to any meeting of the adventurers in England, the agent of the company in South America had been instructed to neutralise the powers granted to the chairman, and to obtain fresh powers in favour of one of the Anori proprietors, which it, however, is to be assumed was an act in which the majority of the directors did not take part. After some explanations, which we have not space to record, and which were in some respects of a desultory character, the meeting adjourned.

NORTH MIDLAND RAILWAY COMPANY.

The first general meeting of the proprietors of this company was held yesterday, at the City of London Tavern.

GEORGE CARR GLYNN, Esq., in the chair.

After some slight introductory observations, the following report, with abstract of accounts, was read:—

REPORT.

The directors have embraced the earliest opportunity, consistent with the required registration of the shares, of holding the first general meeting; and it is with feelings of unmixed satisfaction, that they have now to congratulate the proprietors upon the fact of having obtained, on their first application to Parliament, against a most formidable opposition, and amidst many conflicting interests, the sanction of the Legislature to this important undertaking.

It is not necessary to enter into any detailed account of the proceedings which have led to this favourable result, but the directors feel it incumbent upon them to remark, that the rigid investigation to which the objects of the undertaking were exposed, during the discussion in Parliament, both as to their principle, as well as to the mode of carrying them into effect, has established their merits upon the most solid foundation.

The report made by the Committee of the House of Commons, after a lengthened and minute inquiry, fully confirmed the expectations originally entertained by the promoters of the measure, of the value and importance of this line of communication both to the subscribers and to the public generally; and, likewise, that this result would be effected with a due regard to all local and individual interests.

The directors, however, entered upon their arduous task with a full conviction of the difficulties they should have to encounter in reconciling and reconciling many of these interests, which might be placed in a conflicting position; and they regret that in the necessity of adhering to the great objects of the undertaking, with a view of making the line most generally useful as a public work, it was not in their power entirely to meet the views and interests of all parties. But it is most satisfactory to add, that in all the arrangements they have entered into for the purpose of removing opposition, none will have the effect in the least to impair the original intention of the undertaking, or to retard its progress.

The directors being anxious to carry forward the operations of this great undertaking in the most energetic manner, confidently rely upon the cordial co-operation of the proprietors for this purpose. The preparatory arrangements in the engineering department are proceeding under the direction of Mr. Stephenson, and it is intended that the works shall be commenced with the least possible delay, attention being more immediately given to such of them as require the longest period for their completion. And it is confidently expected that under these circumstances the railway will be open within three years from the present period, and some of the intermediate parts at an earlier period.

The directors, under the authority of the Act, have completed the allotment of the shares, and have obtained the certificate of a magistrate that the whole amount of the capital of 1,500,000*l.* has been subscribed.

The directors, anxious to obtain the most advantageous access to the town of Derby, and a convenient communication with the lines of the Derby and Birmingham, and Midland Counties Railways, have, in conjunction with the directors of those companies, opened a negotiation with the corporation of the town of Derby for that object, which there is every prospect of shortly bringing to a favourable conclusion.

The directors have had occasion to remark during the progress of the Bill in Parliament, that they were under great obligations to many members of both Houses, who, by their constant attendance in the committees, and by the able manner in which they investigated the merits of the Bill, promoted most effectually its success;—nor does this apply to those members alone who were locally interested in the line, but to many others who, without such interest, took a most active part in the proceedings. It would be impossible to name all to whom they are thus indebted, but the directors think that the proprietors are called upon to express their warmest acknowledgments to the Most Noble the Marquis of Salisbury and the Right Honourable Sir John Beckett, Bart., for the able and impartial manner in which they conducted the proceedings of their respective committees;—nor can they omit to mention the constant and invaluable services of Mr. Salnes, the member for Leeds, and of Mr. Strutt, the member for Derby.

The directors have prepared a statement of the receipts and disbursements

which they now lay before the proprietors, by which it appears that the balance at the disposal of the company amounts to 38,004*l.* 14*s.* 9*d.*

It now only remains for the directors to surrender into the hands of the proprietors the trust which has been confided to them, hoping it will be found that the powers with which they have hitherto been invested, have been beneficially exercised for the general advantage.

They feel a warm interest in the undertaking, and a confirmed assurance of its success, and should they be honoured with the confidence of the proprietors, are prepared to exercise their best energies to carry forward this great national work to its completion.

The accounts, made up to September 20, which were submitted to the meeting, were read rather hastily by the secretary, but we believe the following will be found correct, or nearly so:—

RECEIPTS.		£	s.	d.
First payment of 5 <i>l.</i> per share on 15,000 shares	75,000	0	0	0
Interest, &c.	455	5	5	
	75,455	5	5	
EXPENDITURE.		£	s.	d.
Expenses of fitting up offices in London	225	11	9	
Disbursements in the issue of shares and general expenses attendant on formation of company, including 3000 <i>l.</i> paid for the withdrawal of the Sheffield opposition	4900	17	8	
Engineers	7786	11	8	
Surveyors	2332	19	0	
Solicitors' bills, including fees to counsel, &c.	16,576	6	8	
Parliamentary charges	3619	16	5	
General disbursements and office charges	1217	3	2	
Advertisements, sundries, &c., as enumerated	1139	18	11	
Balance	38,204	14	9	
	478,455	5	5	

Upon the motion of Mr. A. A. Goldsmith, the thanks of the proprietors were voted to the Marquis of Salisbury, Sir John Beckett, Mr. Barnes, and Mr. Strutt, for their strenuous exertions in obtaining the Act. Some desultory conversation took place between the chairman, Mr. Hubbard, and other gentlemen on the advantages likely to accrue from the undertaking, when, thanks having been voted to the chairman and directors, the meeting adjourned.

It is deserving of remark, that although the feelings of the proprietors present were fully expressed as to the value of the services rendered by the directors, yet no amount was voted to them for past or future services. This affords a strong contrast to the proceedings of a late meeting, although we think extremes had in either case.

MANCHESTER AND LEEDS RAILWAY.

On Thursday week the first general meeting of the proprietors was held in the Manor Court Room, Brown-street, Manchester, pursuant to their Act of Incorporation.

MR. JAMES WOOD in the chair.

Mr. BARRY, the secretary to the company, read the report of the directors, which stated that "the importance of a railroad communication between Manchester and Leeds depends, not only on the magnitude of the interests involved in those two great towns, but on the population and manufacturing industry engaged in the immediate neighbourhood of the line; on the communication from sea to sea, across the heart of the manufacturing district; on the rapid transmission of the woollens of Yorkshire to the port of Liverpool, and of the cottons of Manchester to the port of Hull; and with respect to population, while the population of all England, with the exception of Middlesex, Surrey, Lancashire, and Yorkshire, is only 196 to the square mile—while the four largest counties, with the exception of Yorkshire and Lancashire, give only 156—the population in the vicinity of the Manchester and Leeds Railroad is no less than 1849 to the square mile along the whole line, which, running through the main valley of the district, passing by the populous towns of Middleton, Rochdale, Todmorden, Halifax, Dewsbury, and Wakefield, affords access to the manufactories which extend on each side of the tributary streams, along the whole line." The report then went on to state that the annual export of cotton twist and manufactured goods for the north of Europe—the whole of which must pass by this railway—was proved by one witness before the committee of the House of Commons to amount to eighty millions of pounds; while another stated that the trade in twist with Russia alone was in value upwards of 1,500,000*l.* annually. In estimating the advantages resulting from passengers, it was calculated that the average along the whole line by coach was now 116,399 per year; the average fares being 15*s.* inside, and 8*s.* to 10*s.* outside; and the average time occupied six hours and a half. By wagon there are carried along various distances 109,486 tons equivalent to 44,274 along the whole line; the present charge is 30*s.* per ton; and the time occupied from two or three days. The goods carried by canal are equivalent to 189,020 tons of merchandise, and 60,452 of minerals; making a total of 249,472 tons along the whole line. The average freight is 1*l.* 6*s.* 8*d.* per ton, and the time occupied is three days. Now, estimating the number of passengers at double, the goods carried by land at their present amount, and the goods carried by water at one-third, the expected income would be 228,963*l.* 6*s.* 8*d.* for passengers and goods, of which it is calculated that passengers, at 2*d.* per mile, would produce 115,256*l.* 5*s.* 4*d.*; and goods, at 4*d.* per ton per mile for merchandise, and 2*d.* for minerals, would realise 113,707*l.* 1*s.* 4*d.*. The estimate of the work was 984,482*l.*; to which, adding contingent expenses at nearly 12 per cent., there would remain 200,000*l.* for the purchase of land—(cheers). The report of the Finance Committee was next read, by which it appeared that the amount of paid-up capital was 64,755*l.*, and supposing all liabilities to be discharged, there would remain for disposal, in the banker's hands, the sum of 31,975*l.* 8*s.*

The Chairman then referred to the company which had been formed in 1830-1, for the same object as they had now in view, adding that they had been paid by the present company a sum of 1850*l.* for their maps, plans, &c. He concluded by observing, that if of the best schemes submitted to Parliament there were one more advantageous than another, both as regarded the interests of the country and those of the shareholders, it was that of the Manchester and Leeds Railway Company.

After transacting the routine business for which the proprietors were assembled, thanks were unanimously voted to the directors and to the chairman, and the meeting broke up.

GRAND JUNCTION RAILWAY.

The annual meeting of the proprietors of this railway was lately held at the Liverpool Exchange. A report of the proceedings of the company was read by their secretary. The whole of the line is in so forward a state, that it is expected it will be open for travelling early in the summer of 1837. Fourteen of the twenty arches of the splendid viaduct across the Weaver are finished. All the carriages are in a forward state, and twenty-five locomotive engines will be ready for action in March.

IRISH WASTE LAND IMPROVEMENT SOCIETY.

On Tuesday, the 13th inst., a general meeting of the directors and shareholders of this society was held at their offices, Old Broad-street, City, in conformity with the terms of their act of incorporation, and also for the purpose of hearing the first report of the society's proceedings.

M. STAPLES, Esq., in the chair.

The Secretary read the report, from which it appeared that the original capital proposed was 500,000*l.*, in 10,000 shares of 50*l.* each, and that 6075 shares have already been subscribed for, which are sufficient to enable the society to carry the objects of their incorporation into extensive and beneficial effect. The directors are about to send a deputation of their own body and their secretary to Ireland, to place them in communication with the proprietors of the uncultivated lands who have offered, and to arrange with them negotiations now pending. The report was unanimously received, and there being no other business to transact, the meeting separated.

BANK OF BIRMINGHAM.

At a meeting of the proprietors on Thursday, the 15th inst., a resolution was passed, that no dividend shall be declared, in future, of more than 7*½* per cent. on the capital subscribed, until the reserved fund amount to 20,000*l.* It will require the sanction of another meeting to confirm the above resolution.

The half-yearly general meeting of the subscribers to Lloyd's took place on Wednesday, for the purpose of receiving the statement of the accounts for that period, and for other business connected with the establishment.

S. R. ROBINSON, Esq., M.P., in the chair.

After a statement of the finances had been read to the meeting, the Chairman expressed his regret that he had been disappointed in his expectation of a reduction of the duty on marine insurance, which he had left in

the hands of the Chancellor of the Exchequer, with every expectation that he had ensured success. He would, however, persevere; and next session, if in health, would bring the matter before the House of Commons. The honourable gentlemen then alluded to some changes in the duties of the agents, and entered into other local matters connected with the important body of which he was the head. At the suggestion of Mr. Fisher, votes of thanks were then given to the chairman and to the committee, and it was unanimously resolved that the same should be published in the papers.

MINING IN IRELAND.

Mr. Barrow, who recently published an account of a Tour in Ireland, has, like most other travellers who found their opinions on hasty and imperfect observation, fallen into several mistakes, one of which, relative to the now very important subject of mining, we deem it necessary to correct. In relation to the flourishing mining establishment at Knockmahon, in the county Waterford, Mr. Barrow says that the number of men employed is 600—that all those working underground—that is to say, all the miners—are Englishmen, the Irishmen having no great taste for such a description of employment; and that the works are carried on 800 feet below the level of the sea.

Now what are the exact facts, as we have taken the trouble of ascertaining them from the very best source? The Knockmahon mines, worked by the Mining Company of Ireland, employ upwards of 1000 men, of whom not thirty are English. The agent, Mr. Petherick, to whom is committed the local management, is himself an Englishman, considers the Irish labourers at least equal to any he ever superintended. The greatest depth that any of the workings has reached is fifty fathoms. The produce now amounting to 550 tons per month, realising a higher price than the average of the Cornwall mines.

But the erroneous opinions of Mr. Barrow are too generally prevalent amongst persons in England, who ought to be much better informed. The Irish mining interest is much embarrassed by our friends of the other side of the channel; and, when we perceive so eminent a tourist as Mr. Barrow passing through the county of Wicklow, in the present day, without noticing its mines, and at the same time publishing such an account as the foregoing of Knockmahon and its miners, we do not wonder that John Bull knows so little of the matter, and takes so little interest in our mines. We can tell him, however, that by looking at the sales of Irish ores at Swansea, as regularly published in the *London Mining Journal* and *Dublin Mercantile Advertiser*, his eyes will be opened; and by viewing the sources of those supplies he will be made wide awake. For instance, the sales on the 24th ult. amounted to 1284 tons, producing 9078*l.* 2*s.*; and there are for sale on the 14th inst. 1836 tons, which, at similar prices, should produce 13,000*l.*, making upwards of 29,000*l.* for copper alone within the month, to be added to the produce of the lead mines, collieries, and slate quarries, extensively worked in various parts of Ireland.

In fact, mining has become an important interest—a prolific source of employment, and a remunerative means of investing capital in Ireland. Little has been said or written about it, but, nevertheless, it affords one of the most gratifying proofs of the improved state of the country.—*Dublin Mercantile Advertiser*.

MAGNETIC EXPERIMENTS.

The following are notes of a report of magnetic experiments tried on board an iron steam-vessel, by order of the Lords of the Admiralty:—

Commander Johnson, R.N., who carried on these experiments, commences his report with a description of the iron steam-vessel, the *Garrygoose*, belonging to the City of Dublin Steam Packet Company, and built by the Messrs. Laird, at Liverpool. She is constructed of malleable iron, is 281 tons burden, and draws only five and three-fourths feet water, although the weight of iron in the hull, machinery, &c., is 180 tons. The vessel was placed under the directions of Mr. Johnson, in Tarbert-bay, on the Shannon, on the 19th of October last year, for the purpose of investigating its local attractions on the compass. The horizontal deflections of the needle at different situations of the vessel were observed for the purpose of ascertaining the most advantageous place for a steering compass, and also for the application of Barlow's correcting plate, and the dip and intensity in those situations were at the same time noted. It was found that where several magnetic needles, freely suspended, were placed on the quay in Tarbert-bay, and the vessel warped from the anchorage towards them, first with her head in that direction, and then with her stern, opposite deflections were produced: in the first case all the needles showing a deviation to the eastward, and in the latter to the westward of the true magnetic meridian. Considering the height of the general mass of iron in the vessel, and also that of the head and stern, together with the distance (169 feet), at which some of the needles indicated a deviation, Mr. Johnson concludes, that the respective deflections were caused by the magnetic influence of the iron in the vessel; the combined effect of that about the bows representing the north pole of a magnet, and that about the stern a south pole. The experiments having been interrupted by a continuance of wet and stormy weather, Mr. Johnson proceeds to draw the following general practical conclusions, deduced from the series of observations already made, and points out the further experiments which he considers necessary to be tried:—1st. The ordinary place for a steering compass on board ship is not a proper position for it in an iron steam-vessel. 2nd. The binnacle compass, in its usual place on board the *Garrygoose*, is too much inclined to be depended upon. 3rd. In selecting a proper position for a steering compass on board iron steam-vessels, attention should be paid to its being placed as far as is practicable, not only above the general mass of iron, but also above any smaller portions of iron that may be in its vicinity; or such portions of iron should be removed altogether. 4th. The steering compass should never be placed on a level with the ends either of horizontal or of perpendicular bars of iron. 5th. The extreme ends of an iron vessel are unfavourable positions, in consequence of magnetic influences exerted in those situations. The centre of the vessel is also very objectionable, owing to the connecting rods, shafts, and other parts of the machinery belonging to the steam-engine and wheels, which are in continual motion, independent of the influence exerted by the great iron tunnel in this part of the ship. 6th. No favourable results were obtained by placing the compass either below the deck, or on a stage over the stern. 7th. It was found that at a position of twenty and a half feet above the quarter-deck, and at another thirteen and a quarter feet above the same level, and about one-seventh the length of the vessel from the stern, the deflections of the horizontal needle were less than those which have been observed in some of his Majesty's ships. The concluding section of Mr. Johnson's report contains an account of some observations made by him on the effects of local attraction on board different steam-boats, from which it appears that the influence of this cause of deviation is more considerable than has been generally imagined.

SUNDERLAND COAL TRADE.—A general meeting of the ship-owners of the port of Sunderland was lately held at the Exchange, in Sunderland, to take into consideration a letter received from the secretary of the coal trade, which announces it to be the intention of the coal-owners to raise the price of the best coals two shillings the chaldron, from the 1st of next month. The Ship-owners' Society are of opinion this alteration ought to be resisted. It is believed that the coal-owners generally have determined to advance their prices. The pretext is, that the consumption for steam and steam-engines has of late so largely increased that the step announced has become unavoidable. The total annual demand for coal lately stood thus:—

For general domestic consumption	20,804,570
For iron furnaces	3,000,000
For manufactories	4,550,000
For steam boats	3,000,000
Exported	615,255
	31,969,825

It will hence be seen that nearly one-third of the whole demand is caused by manufactories and steam. A vast consumption, no doubt, but still nothing has as yet been put forward on behalf of the coal-owners to show why the fact of their custom having been immensely increased should compel them to charge more for their commodity.

EXTRAORDINARY SPEED.—On Thursday, the 15th inst., a large and powerful locomotive engine, built by Mr. Timothy Hackworth, of New Shildon, for the Emperor of Russia, was shipped on board the *Barbara*, at Middlesbrough. This engine is constructed on an improved principle, and finished in the best manner. She has been tried on the premises, and propelled at the rate of seventy-two miles per hour! It is said that this machine, and the similar one built at Newcastle, will, on their arrival at St. Petersburg, have cost the Emperor upwards of 2900*l.* each. Who, a few years ago, would have dreamed of the exportation of machinery from the river Tees? This engine is for travelling on the railroad from St. Petersburg to Pskowski, where stands one of the country palaces of his Imperial Majesty.

PUBLIC COMPANIES.

ANGLO-MEXICAN MINING ASSOCIATION.

OFFICE—No. 7, St. Helen's Place.

CAPITAL—£1,000,000, divided into 10,000 shares of £100 each, all paid. Additional Capital—£84,350, in 3374 shares of £25 each.

DIRECTORS.

John Schneider, Esq., Chairman. Edward Hurry, Esq.
Henry Ewbank, Esq., Dep. Chairm. J. D. Powles, Esq.
Matthew Harrison, Esq. Benjamin Shaw, Esq.
Charles Herring, Esq. W. Thompson, Esq., M.P., Alderman.AUDITORS—John Carrick, Esq.; F. C. Aberdein, Esq.
BANKERS—Messrs. Barclay, Bevan, Tritten, and Co.
SOLICITORS—Messrs. Swain, Stevens, Maples, Pearce, Hunt, and Stephens.

SECRETARY—J. Farrell, Esq.

The produce of the ores for ten years, ending 1835, was 569,229 marks, 64 os.; the net proceeds of which amounted to £5,306,240 6 6.
The expenditure on the numerous mines possessed by the Association, with charges of haciendas and miscellaneous expenses in Mexico, standing to the debit of the Company, amounted, in the like period, to £4,322,394 3 9.

ALBION MINING COMPANY.

OFFICE—7, Tokenhouse-yard.

CAPITAL—£40,000, divided into 8000 shares of £5 each; on which £3 10s. per share has been paid; the further liability £1 10s. per share.

DIRECTORS.

Thomas Ashton, jun., Esq.; Daniel Mocatta, Esq.; and Wm. Nicholson, Esq.
SECRETARY—Mr. John Grant.

SOLICITOR—N. Lindo, Esq.

The mines are situated in the parish of St. Agnes, Cornwall, and consist of Wheal Liberty and Wheal Mithlan. The dues are 1-16th.

MEETINGS.

Eastern Counties Railway	London Tavern	Sept. 26th	1.
Thames Haven Dock & Railway	London Tavern	28th	12.
Cornwall Great United	George and Vulture Tavern	29th	1.
Duke of Cornwall's Harbour	Crown and Anchor Tavern	29th	1.
Wendron Royal Mining Co.	George and Vulture Tavern	30th	1.
United Hills	George and Vulture Tavern	Oct. 5th	12.
Freight Consols	25, Threadneedle-street	5th	12.
Eagle Insurance Company	London Tavern	7th	1.
Birmingham, Bristol & Thames	City of London Tavern	12th	12.
Junction Railway	10, Coleman-street	20th	1.
South Eastern Railway	26, Austin Friars	25th	12.
Coburn Copper Company			

CALLS.

Wh. Gilbert Tin & Copper Co.	5s.	Sept. 26th	Glyn and Company.
Metropolitan Omnibus Ass.	2s.	30th	London & Westminster Bank.
Telegraph Consols	10s.	Oct. 1st	Verre, Supte, and Co.
West Wheel Iron Mining Co.	10s.	9th	Sir C. Price and Co.
Blaenavon Iron Company	10s.	15th	Sir J. Esdaile and Co.
Wymington Pat. Paddle Towing Co.	2s.	16th	Masterman and Co.
Northern and Eastern Railway	10s.	12th	Masterman, Peters, and Co.
London & Birmingham Railway	10s.	20th	Glyn & Co. and Bank of Livp.
Equitable Reversionary Society	5s.	25th	Messrs. Coutts and Co.
Birmingham Bridge Company	1s.	Nov. 3th	Williams, Deacon, and Co.
Wheal Gilley Mining Company	10s.	Sept. 26th	East Cornw. Bank, St. Austell.
	10s.	Nov. 14th	

DIVIDENDS.

Eagle Insurance Company..... 5s. per cent. 1st November.
Anglo-Mexican Mint..... 6s. 1st December.

GEOLOGICAL SOCIETY OF LONDON, SOMERSET HOUSE.

MEETINGS FOR 1836 AND 1837.

Wednesday, November..... 2-16-30	Wednesday, March..... 8-22
December..... 14	April..... 5-19
January..... 18	May..... 3-17-31
February (Anniv. 17)..... 1-22	June..... 14

Business will commence at half-past eight o'clock precisely, each evening.
The Library and Museums are open every day from eleven o'clock till five.
The Annual Meeting for the election of Officers, &c., will be held on Friday, February 17, at one o'clock in the afternoon.

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NOTICES TO CORRESPONDENTS.

London Grand Junction Railway Company.—The remainder of the report of the proceedings at the meeting is necessarily deferred until next week.

Our Correspondent's wish (dated Stratford-upon-Avon) shall be attended to.

Sales of Ores at Swansea.—Thanks to W. S. M. The table, which has been carefully compiled from official lists, will appear next week.

"The Miner's Guide," by Mr. Thomas Smith, has come to hand, and shall meet with attention. In the mean time we can most conscientiously recommend it to our readers.

In reply to E. E., the quantity of ore produced from the Cuba mines, in the past twelve months, was 2302 tons, yielding 44,471 lbs., or, on an average, 19t. 6s. 5d. per ton.

N. R. Y. in our next.

We thank T. I. B. for the offer, which is acceptable, and accepted.

"The Scrap System."—Our closing remarks on this subject must give way on the present occasion to matter of more pressing moment. We shall, however, resume next week.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, SEPTEMBER 24, 1836.

The interest which has been excited from our publication of the Table with the Produce of Mines for the years ending 30th June, 1835, and 30th June, 1836, has induced us to reprint it in a separate form, which may be had by all Subscribers gratis, on application at the office, or obtained through any bookseller or newsreader.

The present Number is accompanied by a Supplement, which, as before observed, we shall continue for a time, embodying as it does much useful and instructive information on matters associated with science, the insertion of which must, from the limit of our columns, have been necessarily precluded, but from the circumstance of an enlarged sheet. We hope by this arrangement to render the publication not only in accordance with the wishes of numerous Correspondents, but thereby to ensure the assistance of those who have heretofore felt that the MINING JOURNAL was (necessarily) too exclusive.

Although anxious at all times to caution our readers from embarking heedlessly in schemes which have no other basis than a well-constructed prospectus, it has been, and is ever our anxious wish to promote the Mining interest, apparent as we trust such intention is, from the remarks occasionally made in the Mining Journal.

The state of the public mind at the present moment with respect to Mining operations, and the effect produced on the market by the depression of foreign securities, have naturally diminished the value of all properties (more especially those which are divided into scrip shares), in many instances far below their intrinsic value. It may not on the present occasion, therefore, be amiss to advert to one or two of the adventures of the present day, whether taken as "virgin" or "abandoned" mines; and in so doing

we shall select those which hold out not only promise, but profit to the adventurers, as being illustrative of our position, not confining our observations to England alone, but embracing the sister isle.

Upon reference to the table in our last Number, it will be seen that the produce of six Mines alone in the county of Cornwall produced ores to the amount of 457,095l. 16s.; while one of them has given 25,295l. 5s. over the sum yielded by the returns of the preceding year. The Mines to which we allude as having given such increase are those of "Carn Brea;" and perhaps no better instance is afforded of the necessity of fairly examining the evidence on which Mines are resumed, involving, as in this case, an outlay of some fourteen or fifteen thousand pounds, and also of the success attendant on perseverance and the application of talent when directed to Mining operations.

The report on which the resumption of these Mines was founded, we have no hesitation in saying, was fallacious from beginning to end; lodes described as productive, hardly being in existence, while riches have been discovered that were not only unknown to but unthought of by the "ancients."

This, then, affords strong evidence, that much depends on the caution and perseverance adopted in working a mine; while the "Consolidated Mines," and that of "Tresavean," may be selected as other instances of the advantages derived by the adventurer from carefully pursuing his object; the produce of the former amounting, during the past twelve months, to 139,963l. 1s.; and that of the latter to 88,358l. 3s. 6d. These Mines are worked to an extent beyond that of any others in the county, giving employment to thousands; and which, but for the perseverance and energy of a few, might have remained neglected to the present moment, as well as the "Carn Brea Mines," once in the possession of the "Cornwall and Devonshire Mining Company," which had also been unnoticed for years, until taken up by the present adventurers. Not however, to confine our observations to Cornwall, if we look to Ireland we find that one mine, the "Allihies," produced, in the twelve months ending the 30th June, ores to the amount of 79,181l. 7s. 6d.; while three others yielded 49,887l. 13s. 6d.; of which the "Knockmahon" Mines alone produced 25,743l. 3s. In these, however, are not included several which have been lately discovered, and among which we may instance the "Clare Mines," as being worked successfully under the able and efficient management of JOHN TAYLOR, Esq.; on whom the direction of the "Consolidated Mines," and others of equal importance, if not of equal magnitude, devolves.

These Mines, if we mistake not, were opened within the past two years by a few adventurers; the concern being now divided into about 130 Shares, and a sum certainly not exceeding Two Hundred Pounds advanced to carry on the undertaking; from this trifling outlay Six Thousand Pounds has been already divided among the adventurers, and the value of the property may be estimated at the present moment at 35 to 40,000l. Here, then, we find that it is not necessary to travel far in search of riches,—our own country possesses them to an extent which would appear incredible, if not borne out by incontestible evidence; and when it is considered that the Mines of Cornwall produced, during the last year, ores to the amount of nearly ONE MILLION, we trust it is hardly necessary for us to impress on our readers the importance of mining operations, or to guard them from too hastily arriving at conclusions, or abandoning undertakings in which they may have embarked, either on account of their not yielding riches so soon as they contemplated, or because the state of the market is such as to confound the good and the bad together.

Having last week inserted the correspondence of the "Wheal Brewer Mining Company," which most certainly gave, according to the account furnished, products far beyond most of the numerous adventures of the day, it was, we must confess, with some surprise that we received, almost at the moment of going to press, a communication calculated to throw a doubt on the correctness of the statements, and coming as it does from a Shareholder, we cannot but doubt that he has one object alone in view, that of ascertaining facts, and placing, as should be done, the undertaking on its real merits. We are ready to admit, that specimens taken from lodes are not proof of the lodes themselves; yet when the statement is made that this "is probably the first instance of the many new companies, where a mine has paid the whole of its costs from the onset, and without receiving a shilling from the adventurers," it is with some reluctance that we can give credence to a statement, which emanating as it does from one highly respectable and resident in the district, would, under other circumstances, have obtained from us explicit confidence. We are, however, bound to give the representation afforded to us; and while we express our hope that it is incorrect in the present instance, we are bound to say, that in other cases such things have been done, and stones of ore abstracted from other mines have been put forward as those taken from the mine itself.

The representation made to us, and it is one of a serious nature, is that from the examination of practical men, it would appear that questions arise in the minds of many, as to whether the specimens extracted were not previously placed there, and that, in fact, whether the representations of the agents are to be believed. We shall with much pleasure and satisfaction afford every opportunity to our correspondent (Mr. Benjamin Cook) to refute these statements; but in times like these—and we might refer to an advertisement which appeared in the columns of the Mining Journal—it behoves us to be cautious indeed. We are assured that in that instance the moderate sum of 3000l. was placed as the purchase money upon the undertaking, one quarter of which was purchased by the projectors at the serious sum of Forty Pounds. In truth, with reference to Cornish mines and Cornish men, it is equally as incumbent on them as it is on us to expose schemes which have only for their object the benefit of the projectors, were it only to secure the good opinions and assistance of those who have the means of supporting and working our mines "at home."

THE FUNDS.

CITY, FRIDAY EVENING.

The market during the past week has exhibited more activity than for some time past, owing principally to the news from Portugal, while alarm appears to have seized the holders of foreign bonds generally, and which has had its effect on home securities. Consols have fluctuated between 90½ and 97½, while Exchequer Bills have been done at 6s. premium. Spanish Bonds have experienced a decline of 6 per cent.; and those of Portugal have fallen no less than 16 per cent. since our last quotation, having been done as low as 49, although they have since slightly rallied.

A notice from the Treasury, of the determination of the Commissioners to advance the rate of interest of Exchequer Bills from 1½d. to 2d. per cent. per day, has been made public; as also a communication from the Directors of the East India Company, to the effect that the interest on the Company's Bond Debt will be advanced from 2l. 10s. to 3l. 10s. per cent. per annum. The result of this notification has been an advance in the India Bonds of 9s., having risen from 5 discount to 4 premium.

The transactions in the Foreign Exchanges continue very limited, but the rates have slightly improved. There has been rather more doing in the British Funds than yesterday, but the fluctuations have not been so extensive. Consols began at 88½, money and time, and they left off at 88½ money, and 88½ for account. Three-and-a-half per Cent. Reduced are 97½ to ½ for the opening. New Three-and-a-half per Cent. Annuities, 97; Bank Stock, 208 account; Exchequer Bills, par to 2 pm. The Foreign Market still continues in an active state. Portuguese Bonds are 51½ 2. The Three per Cent. Bonds closed at 33. Spanish Bonds opened at 23½ 24, and after some fluctuation, closed at 23½, money and time. Passive Bonds are 7½ ½, and Deferred, 94½. There has been a little more life in the South American Bonds. Brazilian Bonds are 78½, Colombian 23½, and Mexican 22½; Danish Bonds, 78½; Russian, 105; French Three per Cents, 77f. 50c.; Dutch Stock, 50½ ½, and the Fives 99½.

The Share Market has been almost deserted.

LATEST INTELLIGENCE.

LONDON, SEPTEMBER 23.—Tin continues stationary with small stocks. At public sale to-day the foreign market was flatter, although prices from Holland had come as high as 125l. for Banca. Lead is dull of sale. Iron rather lower, and Spelter in small demand. This dullness may be in some degree accounted for from the state of the money market, and the suspension of foreign orders.

TAURO, SEPT. 22.—Average standard, 125l. 5s.; average produce, 6½; average price, 7l. 11s. 6d.; quantity of ore, 3185; quantity of fine copper, 264 tons; total amount, 24,310l. 11s.; average standard of last sale, 131l. 10s.; produce, 8½.

REDUCTION OF THE NATIONAL DEBT.

The following notice appeared in Tuesday's Gazette:—

"The lords' commissioners of his Majesty's Treasury having certified to the commissioners for the reduction of the national debt, in pursuance of the Act 10 Geo. IV. c. 27, sec. 1, that the actual surplus revenue of the United Kingdom of Great Britain and Ireland, beyond the actual expenditure thereof, for the year ended 5th day of July, 1836, amounted to the sum of 1,796,003l. 2s. 5½d.

"The commissioners for the reduction of the national debt hereby give notice, that the sum of 449,000l. 15s. 7d. (being one-fourth part of the said surplus of 1,796,003l. 2s. 5½d.) will be applied, under the provisions of the said Act, between the 12th day of October, 1836, and the 5th day of January, 1837, to the following purposes, viz.:

"To be applied to the purchase of Exchequer (Supply) Bills, carrying interest after the rate of 1½d. per cent. per diem	£421,900 15 7
"Do, to the purchase of Stock, 3½ per Cent. 1818, under the provisions of the Act 58 Geo. III., cap. 23	27,100 0 0
	£449,000 15 7
"Add interest receivable on account of donations and bequests, to be applied to the purchase of Stock	256 3 5
	£449,256 19 0

"S. HIGHAM, Comptroller-General."

"National Debt Office, Sept. 20, 1836."

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM JUNE 28 TO SEPT. 20, INCLUSIVE:—	
LIABILITIES.	ASSETS.
Circulation..... £18,147,000	Securities
Deposits..... 14,118,000	Bullion
	£29,406,000
	£32,265,000
	£35,125,000

BANK OF ENGLAND.—The following notice was posted on Thursday week:—"The governor and company of the Bank of England do hereby give notice, that they will make advances on the security of the certificates given by the paymasters of Exchequer bills, for such bills now advertised as have been delivered into the Exchequer bill-office, for the purpose of being exchanged for new bills. Such advances to be repaid on or before the 20th of October next, together with interest, at the rate of 5l. per cent. per annum. Bank of England, Sept. 15."

JERSEY.—We learn from the Jersey papers that no less than 7686 passengers have landed at that island from steam vessels, from the 1st of January last.

IRON WORKS IN THE FOREST OF DEAN.—There are now five new blast furnaces erecting in the forest, which are expected to be completed early next year. It is computed that each will make sixty tons of iron weekly.

IRON ORE.—A very fine vein of iron ore has been recently discovered on the Somersetshire side of Bristol.

SWANSEA.—1039 vessels were cleared out at the custom-house at Swansea in the months of July and August last; many of the vessels were of a large class, and laden with steam-engine coal for the Mediterranean and the West Indies.—Cambrian.

AMETHYST.—It is stated that a land proprietor of the province of New Russia has sent, as a present, to the Emperor Nicholas, an amethyst, found in the mines of Siberia, weighing seven pounds, or 280 pounds. It is the largest ever seen in Russia.

PROFITABLE MINES.—The Marquis of Anglesey has received a considerable accession of income. The noble lord's property, as is generally known, lies in mines of copper and iron. The usual rental has been about 73,000l.; this year the income will be doubled.

TIN.—The quantity of tin imported into the United Kingdom, in the year ending January 5, 1836, was 985 tons, 4 cwt., 2 qrs., 2 lbs.; and the tin exported from the United Kingdom—British tin, 388 tons, 5 cwt., 16 lbs.; and foreign tin, 1189 tons, 15 cwt., 3 qrs., 26 lbs.—Grylls' Mining Sheet.

NOVEL STEAM-ENGINE.—J. Michell, an ingenious smith, of Redruth, has constructed a model of a high-pressure steam-engine, complete, and worked by means of condensed air. The material is silver; the weight of the model one hundred and fifty grains, occupying half a square inch of space; and the whole wrought on the large anvil in the blacksmith's shop.

THE NASSUCK DIAMOND.—The trustees of the Deccan booty have at length resolved on the disposal of that superb jewel, the Nassuck diamond, which was captured by the combined armies under the command of the Marquis of Hastings: its weight is 357½ grains. The determination of the trustees has been signified to Messrs. Rundell and Bridge (in whose keeping this jewel has remained for these last ten years) by the Duke of Wellington, who has spared no pains to secure the interests of the various claimants. Descriptions of this celebrated diamond have been forwarded to India, Turkey, and all parts of the globe. The sale is announced to take place in London, in the latter end of July, in the ensuing year.

PRINTING IN EGYPT.—The Geographical Society of Paris has received the first number of the Geography of Malte-Brun, published at Cairo by Cheyl-Relah.

ORIGINAL CORRESPONDENCE.

MINES IN IRELAND.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The dimensions mentioned in my last are also most favourable for mining operations, and afford the miners the best room for carrying on their work, and are most conveniently disposed for timbering, securing, and putting in "stulls" to hold the "dead," or unproductive portions of the lode, as well as for the extension of railroad levels, and purposes of ventilation. Attention should be always paid to the direction or bearing of lodes; the general and most favourable being nearly from east to west, or, to use the expression of miners, "following the course of the sun." Lodes running in an opposite direction are not so productive, or to be depended upon. These are not of common occurrence in Ireland, and appear principally in districts where mines are very thickly interspersed, and where the "country" is of a soft or "kindly" character. Lodes having such directions are generally considered as branches or leaders from neighbouring and more productive veins; they should not, however, be despised, as frequent valuable discoveries have been made by driving on their course till the adjoining, or, as it may be called, parent vein is intersected, the junction of the two forming, in many instances, what is called a "bunch" of ore, so that it is always advisable, where it can be afforded, to make trials, to examine and prove the contents of such lodes. Branches in general turn out large quantities of ore, but an average or uniform width of ore throughout a lode, even though it may at first view appear small, is preferable to meeting with large bunches, which frequently impoverish the adjoining ground, having also had the effect of raising expectations of a continuance of great quantity, which are greatly disappointed when the bunch is cut out. It is very usual for lodes to contain several distinct ore veins, and also that several lodes may be within a few fathoms or even feet of each other; in either of these cases a great deal of care is necessary in working them, to leave "midlings" or arches of whole ground, and to secure the walls with timber in such a way as to guard against falls or slips, generally called "runs." Mines thus situated have to be carefully protected from the insertion of water into the midlings, or ground left standing, which, being excavated over and under, is very liable to be injured if not kept dry: water is a powerful agent in causing large masses of ground to move or slip, by softening or loosening the soapy, decomposed matter which generally lies on the walls, and fills the joints or cracks of lodes. Miners call this a sticking, which, as soon as it becomes exposed to the air in the progress of working, becomes decomposed, and of a slippery and moveable nature; another necessary precaution is to keep under ground every "kibble" of "dead," which should be packed on stulls as close as possible, by which great additional security to the sides or walls is obtained, as also a saving in the expense of drawing to "grass."

Where several lodes or veins run parallel to each other, they are designated according to their position, as the north, main, south, or sun vein, and where more than three veins are met with, names are given them appropriate to the circumstances of their discovery.

The necessary arrangements being entered into by the parties desirous of working an ore lode, operations are commenced to lay bare or uncover the "back" or surface of the lode in several places, at convenient distances, in order to meet with the most favourable places to sink on; this process is effected in various ways, which must have reference to the nature and local circumstances of the surface of the ground. Sometimes in hilly countries a rivulet or stream of water is directed over the back of the lode, thereby washing away and cutting through the stony matter it is covered with; but the most usual method pursued is to open trenches down to the rock or "fast ground," which is called shodding. In cases where the back of the lode appears on the surface, extending over a great portion of the ground granted for working, it is usual to take up a position at its lowest point, and commence driving a level on its course, for the purpose of proving its value, and also for the purpose of forming an adit to drain all water which the future mine will make to that depth. In other cases where the surface of the lode is similarly indicated, but very hard and expensive to drive on, and the ground or country on each side can be worked speedily and at light expense, a level is started either parallel with the lode, and communicating with it by "cross-cuts" driven at about every ten fathoms, or else from a point nearly contrary to its run, which has the advantage of crossing the adjoining strata, and thereby intersecting and discovering any other lode or vein which may lie in that direction; when the latter description of level has reached the lode, it is usual to drive a considerable distance on its course, in order to open a sufficient extent of ground to prove its value, and preparatory to the operations of sinking and driving. In lodes which can be proved without a great length of driving or sinking, a supply of air is easily preserved, but where a greater length than thirty fathoms is driven, it becomes necessary to sink a shaft from the surface to bring down a circulation of air to that point, and supply the level for a similar distance, when, if it is still advisable to extend the level, another air-shaft must be sunk.

If it happens that a shaft or level is merely sunk or driven as a trial, or for the purpose of drainage or intersection, without an intention of prosecuting them beyond a certain point, a supply of air is then kept to the men by pipes, through which it is conveyed or forced by various contrivances, as the depth, length, or circumstances of the place require.

It frequently happens that a lode can be opened and examined in a hurried and economical manner, and a quantity of ore obtained near grass at a light expense, and the openings made may have no further connexion with the future shafts and levels; in which case it is well to guard against leaving a large extent of the roof or back open, or, in other words, to work as little as possible "open-cast," which always proves a lasting injury to a mine, by causing a large increase of water in the "bottoms" from grass, and in several ways weakening the walls of the lode.

Sept. 13, 1836.

E. B.

IRISH MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Allow me, as a subscriber, to express my satisfaction at the course you propose to adopt, that of giving a supplement occasionally, for, to tell you the honest truth, although a shareholder to a small extent, and therefore interested in your mining correspondence and reports, I must confess, what with two pages of advertisements, two ditto of tabular-matter, a short leader, and a long mining correspondence, your columns are so occupied as hitherto to have precluded you from giving original papers, and has deterred me from occasionally communicating to you matters in which we take some interest here, and which I think would amuse, if not instruct, your London readers. If you will allow me a corner now and then, I shall be happy to be a contributor, as well as

Dublin, Sept. 16, 1836.

A SUBSCRIBER.

[It was to meet the wishes of "A Subscriber," and many who come under that designation, that we determined on publishing a Supplement, which will enable us to avail ourselves of the assistance of those friends who, like "A Subscriber," may have been deterred from transmitting their communications. The mining correspondence and reports, we must admit, have of late pressed heavily, but having made our arrangements, we hope to render the publication so as to please all.—Ed. M. J.]

ON PROFESSOR BUCKLAND'S "AGE OF THE WORLD."

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I observed in the *Morning Chronicle* of Thursday, the 8th inst., a paragraph, stating that, "At a meeting of the British Association, on Friday, the only fact elicited through the evening was the declaration of Dr. Buckland, that millions of years must henceforward be assigned to the age of the world, and the best Hebrew scholars had lately given a new interpretation to the two first verses of Genesis. This announcement of the reverend doctor's was received with applause that lasted some minutes." Mighty discovery! And so we have arrived at the nineteenth century of the Christian era, and only found out that Genesis has been improperly translated. I think some error in the report has taken place, and I presume the doctor meant the five verses of Genesis instead of two, as the interpretation appears to turn upon the word *Yom*—your day—and may imply years of time termed days. What will the learned provost of Trinity College, Dublin, Dr. Lloyd, say to this, as he asserted, at the opening of the Association at Dublin, in August, 1835, that the learned had all agreed that the world was 7000 years old. I presume the learned doctor had, previous to the meeting, read "Bailey's History of Ancient Astronomy," who says, livre 1, sec. 14, page 22, "Nous sommes donc bien fondés à penser que l'astronomie a été cultivée plus de 1500 ans avant le déluge et qu'elle a aujourd'hui plus de 7000 ans d'existence." I

assure you, Mr. Editor, it gives me much pleasure to find a learned man like Dr. Buckland open to conviction, which I am sorry to say is not generally the case with those termed orthodox. The purport of this letter is merely to draw the attention of the readers of your paper to the above statements, and also to request that the Hebrew scholars alluded to by Dr. Buckland will endeavour to enlighten us, and also, I hope, will unravel the hieroglyphic character of the word *Yom*—Bara. Then will be cleared away the mist of error by the sun of truth.

I am, Sir, respectfully yours,

VERAN.

ROCKS TIN MINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I beg to direct your attention to the accompanying prospectus of the "Rocks Tin Mine," on which you will observe it is proposed to raise 6000*l.* (that is, if all the shares be taken up); but whether or not, one thing is certain, the worthy proprietor pockets (to use your own term) his 2000*l.* and takes upon himself the management of the remaining 4000*l.* As an observer on the spot, I feel it a duty incumbent on me not to let the thing pass unnoticed.—Yours,

St. Austle, Sept. 21, 1836.

A. T.

EFFECT OF THE VELOCITY OF AIR UPON ITS USE IN SMELTING IRON.

M. Teploff, one of the Russian mining corps, in an article on the improvements recently introduced into the smelting of iron in Russia, makes the following statement. In the smelting furnaces of the Ural, where the quantity and velocity of the blast are properly regulated, 1/4 of pig iron is obtained by 1 of charcoal fuel, while in other furnaces they obtain but .4 and .6 by the same consumption of fuel.

The velocity of the blast being increased, the heat within is increased, without a corresponding consumption of fuel. In an experiment made by order of the government, it was found that one hundred cubic feet of air, under a pressure of two inches of mercury, produced the same effect as two hundred cubic feet, under a pressure of one inch, with this difference, that, in the latter case, twice the fuel was consumed which was required in the former case.

In one furnace which is mentioned, 22,000 lbs. of iron were obtained in twenty-four hours, by 16,000 lbs. of charcoal. Previous to the due regulation of the draught, they consumed twice this amount of fuel for the same yield of iron.

This economy is obtained by duly proportioning to each other the size of the blast-pipe, and the pressure of the draught. The relation of these to each other varies with the furnace.

M. Teploff asserts that the results thus obtained exceed those with the hot-air blast; but it does not appear that any comparisons have been made under his examination, and with the charcoal fuel.

To regulate the draught, it is recommended to place two mercury or water-gauges, one near the blast-pipe, the other near the governor of the blowing-machine. By varying the pressure, and the diameter of the nozzle of the blast-pipe, making the latter smaller as the former is increased, and vice versa, the best proportion is to be ascertained.—*Annales des Mines*, vol. vii.

PARTICULARS OF COPPER ORES SOLD AT CORNWALL,

FROM 30TH JUNE, 1835, TO 30TH JUNE, 1836.

[From "Grylls' Annual Mining Sheet."]

Purchasers.	Ore.	Copper.	Money.
		Tons cwt. lbs.	£ s. d.
Williams, Foster, and Co.	28,802	2676 12 2 36	323,599 18 7
Vivian and Sons	19,878	1854 10 0 4	125,364 12 8
Passcoe Grenfell and Sons	19,254	1507 15 0 18	122,273 18 8
Neville, Sims, Druce, and Co.	18,394	1381 6 0 1	112,506 19 5
Freeman and Co.	13,832	1188 5 0 18	98,455 7 9
Crown Copper Company	9,845	747 3 1 4	61,909 16 5
English Copper Company	8,581	729 18 3 8	61,144 12 10
Mines Royal Company	8,115	660 17 3 27	55,507 7 1
Glasgow Brothers	7,953	746 1 0 13	62,575 19 7
Henson, Logan, and Co.	6,586	441 18 1 11	35,610 9 6

ABSTRACT OF TIN COINED IN CORNWALL AND DEVON IN THE YEAR ENDING JUNE 30, 1836.

Smelters.	Blocks of Grain Tin.	Blocks of Com. Tin.	Totals.
Daubuz and Co.	980	5075	6055
Grenfell and Bouse	213	4306	4519
Thomas Bolitho and Sons	297	4033	4330
John Batten and Sons	36	2616	2652
Wheal Vor Adventurers	—	2315	2315
Devon Smelting Company	11	1166	1177
R. and J. Michell	129	994	1123
Joseph Carne	—	661	661
William Cornish	—	534	534
Taylor, Sons, and Co.	45	357	402

THE QUANTITIES COINED AT EACH TOWN.

Moorwellham	11	861	872
Truro	1563	7673	9235
Penzance	36	8594	8620
Hayle	15	4038	4053
St. Austell	86	357	443
Calstock	—	305	305
Helston	—	240	240

Total Blocks of Grain Tin, 1711. Ditto of Common, 22,657. Grand Total, 23,768. Equal to 3961 tons.

DUNSTANVILLE MONUMENT.—A most chaste and elegant monument, from the chisel of Westmacott, has been put up in the parish church of Illogan, Cornwall, to the memory of the late Lord of Dunstanville.

WAKEBRIDGE MINE.—During the last six weeks, upwards of one thousand loads of lead ore have been measured at the Wakebridge mine, near Crich, in this county, on the estate of W. E. Nightingale, Esq. A most beautiful piece now lies at the top of the mine, weighing four hundred weight.—*North Derbyshire Chronicle*.

LAUNCH OF A STEAM-BOAT.—On Friday last, a remarkably handsome iron steam-boat was launched from the foundry of the Messrs. Howden, of Boston. She is intended to carry passengers and light goods between this town and Lincoln, and is expected to perform the distance in about three hours and a half. She draws very little water, and is fitted up with powerful engines on an improved principle, so that she will cause but a trifling swell in the water.—*Boston Herald*.

GEOLOGY.—One of the most important discoveries connected with the science of geology has been the recent one of Mr. Hopkins, with respect to the phenomena of elevation. In the mineral veins of Derbyshire, according to his account, the result of his examination had been to this effect; namely, that the direction of the axis of dislocation which had caused the fissures in them filled with mineral matter was true north and south, while that of the structure of the work was magnetic north and south; thereby showing the connexion between magnetism and the theory of mineral veins.

GAS IN COAL.—Several circumstances induced Mr. Hutton, whilst engaged in his microscopic inquiries into the organic structure of fossils, to search for a structure in coal capable of containing gas. Accordingly, he discovered a system of cells differing from those containing bituminous matter. The anthracite coal of South Wales contains the gas cells, and is free from the latter. He also states, on the authority of Mr. Foster, that the anthracite coal of South Wales affords a free disengagement of inflammable gas when first exposed to the air.

KITE CARRIAGES.—This unique and ingenious invention of Mr. G. Pocock was witnessed by many of the members of the British Association, last week, on Clifton and Durdham Downs, and called forth their unqualified admiration. The car, containing four persons, was drawn by two kites—the pilot kite ten feet in length of standard, the draft kite twelve. The general pace was about ten miles an hour. On Wednesday morning, at eleven o'clock, four carriages were on the downs; two of these were in constant use for several hours, and during the day about one hundred ladies and gentlemen, many of them foreigners, had an opportunity of riding in these novel vehicles. In the morning, when the wind was active, the pace was about twelve miles an hour. From this discovery many judicious remarks were made on the various uses to which these kites, or buoyant sails, might be applied. Ideas, new even to the author of the invention, were suggested. The general impression was, that it was peculiarly adapted for sea service, especially in case of shipwreck, as life-preservers, as auxiliary sails, and also for the making of signals.—*Bristol Journal*.

MINING CORRESPONDENCE.

ENGLISH MINES.

EAST CORNWALL SILVER MINING COMPANY.

Sept. 19.—The lode in the ten fathom level east from the Flap-jack shaft is still producing silver, but is a little disordered by its intersection by the cross-course. We are getting on expeditiously in our preparations for the water-wheel for sinking below the ten fathom level in this part of the concern. In the thirty-five fathom level east of the engine-shaft the lode is interspersed with copper ore, and in the same level west of Malachy's shaft there is a promising lode, two feet big, containing copper ore. The ground generally which we have seen at this level affords very favourable prospects for copper at a greater depth. We are continuing our preparations for driving on it at the forty-five fathom level, but cutting down the shaft, which was found to be ill-adapted to the regular and effectual prosecution of the mine.

THOMAS PETHERICK.

EAST WHEAL STRAWBERRY MINING COMPANY.

Sept. 19.—Since the working of the steam-engine at Orchard we have forked the water to the seventeen fathom level. We find the ten fathom chocked with rubbish, but the seventeen fathom level we expect will be very shortly cleared. The steam-engine continues working very well, and we expect in a short time to clear the shaft and levels and to report thereon. We have communicated corner-shaft at the fifteen fathom level to Trewithen south lode, and commenced cutting a plat at that depth. The ground, in sinking Groat's engine-shaft below the twenty-five fathom level, and also in driving that level south from that shaft, continues to improve.

WILLIAM PETHERICK.

SOUTH WHEAL LEISURE MINING COMPANY.

Sept. 17.—At our fifteen fathom level driving west of the engine-shaft, during the past week, the lode has presented a more promising appearance; it is now about eighteen inches wide, composed of spar, mundle, and spots of ore. In the winze sinking from adit level, which is a depth of nearly eight fathoms, the lode continues its size (two feet wide), a composition of spar, mundle, and ore. The engine-shaft sinking from the fifteen fathom level, the ground is still favourable, and the water easy.

R. ROWE.

WHEAL BROTHERS MINING COMPANY.

Sept. 19.—I have much pleasure in informing you that since my last report the water in the mine has been gradually decreasing, and is now about four fathoms under the twenty fathom level. The lode in Broad Meadow shaft is still of a very promising character, with carbonate of iron, lead, and silver. The adit end lode is much as last reported.

J. PARROTT.

WHEAL SISTERS MINING COMPANY.

Sept. 19.—Since the water has been drained, we have recommenced driving at the twenty fathom level on a very promising lode, about two feet big, composed of white iron, mundle, lead, and silver. Other parts of the mine are much as last reported.

J. PARROTT.

EAST WHEAL BROTHERS MINING COMPANY.

Sept. 19.—I have nothing to add to my report of last week, with the exception of the Wheal Brothers lode, east of Bennett's shaft, being much improved, having every appearance of nearing a course of silver.

J. PARROTT.

HOLMBUSH MINING COMPANY.

Sept. 19.—I have to inform you that we have cut the wall of the lode at the eighty fathom level, and every preparation is making for putting in a plunger-lift to this depth, which we hope to accomplish in about three weeks; when, upon resuming this end, we trust we shall be enabled to communicate some valuable information. The lode in the sixty-two fathom level continues very good; and the lode in the winze below the thirty-five fathom level is still very rich also. We shall have ready for shipping, by the arrival of the next vessel, about 100 tons of copper ore, of very good quality.

JAMES LANE.

FERRAN CONSOLIDATED MINING COMPANY.

Sept. 19.—In reporting to you this week, I can only present to you a repetition of my last. On the north lode, driving east at Goonhavern, there is little or no alteration; still large, and producing stones of lead imbedded in mundle and jack. The ground in the south cross-cut continues favourable. At West Wheal Hope we have now commenced sinking the shaft below the twelve fathom level; and the tributaries here, I hope, will now get on without further hindrance by the shaftmen. At Rose, we are going on as usual, in driving north through the elvan, but have not yet met with any tin ground in that part. I hope the engine will be prepared to work in about from three to four weeks' time.

R. ROWE.

ST. HILARY MINING COMPANY.

Sept. 19.—Wheal Leads New Engine-Shaft.—This shaft is now nine feet under the forty; it will take the best part of next week to complete fixing the lift, cistern, &c., before we resume sinking to a fifty fathom level.

New Western Mine-Shaft.—We have water at present in this shaft at six fathoms depth under the thirty; and we have put the men that were to clear the forty west; this is necessary to be done before we can resume completing of that shaft to the forty west, or work the ground between the thirty and forty west of the shaft. The deads in the level, we expect, are keeping the water up; we have about twenty fathoms to clear; we have been paying 6*s.* per fathom.

Forty Fathom Level driving East.—The ground in the end improves; the lode is fourteen inches big, but not yet productive. The tributaries are working as usual.

C. N. BEATY.

BRITISH TIN MINING COMPANY.

Sept. 19.—The ground on Fagan's east twelve fathom level is moderate; the lode is about two feet wide, producing good work; the ground on the counter is much the same; the lode is about eighteen inches wide, tinney throughout, with a leader about one inch big—good work. The ground on Fagan's east, twenty-two fathom level, is just as last reported; west end is harder. The lode in these ends is about six feet wide, producing good tinney work; all other places remain the same as last reported.

JOHN BRAY.

NORTH CORNWALL MINING COMPANY.

Wheal Hope, Sept. 17.—In surveying this mine at the sixty-five or bottom level, I find the lode very kindly, producing good stones of lead. The forty-eight fathom level end, and the winze from the forty-eight to the fifty-eight are looking very well; ground about the lode very good; have not raised any lead from this level or winze for the past week, but from the present indications we expect lead soon from the end and winze. In driving south from the thirty-eight the ground is hard, and no lode. No alteration in the adit end.

Wheal Thomas.—We are still continuing to drive the seventeen fathom level cross-cut, but have not yet met with the lode—expecting every day to cut it. The winze from the eight fathom level is producing good stones of lead, with an increase of water. Adit end going south just as when I reported last. Water still in at the twenty-six fathom level. Weighed in to-day 7 tons 9 cwt. 3 qrs. of lead, which will be forwarded next week.

JAMES STEPHENS, Sec.

FOLDBRENN MINING COMPANY.

Sept. 17.—At Vice's Flat-rod engine-shaft, twelve fathom level, the lode cut to the west of the cross-course continues much the same as reported last week—small, but rich for tin. At this level to the east of the cross-course we shall complete cutting the winze-plat about the end of next week. Stainsby's engine-shaft will also be sunk to a fifteen fathom level by next Saturday. In the deep adit driving west from Thomas's the lode is in a disordered state, split in branches, containing rich ore and mundle. In the bottom stoping from the middle level we have a promising lode, about eighteen inches wide, producing good work for copper. At the same level driving west no lode has been broken since my last. The tributaries at Wheal Harriett are now employed in breaking up the lode, which they have been uncovering for the whole of the present month, and it affords me much pleasure in stating that their prospects are such as will pay them good wages for their hard working.

RICHARD ROWE.

NEW SOUTH HOVE MINING COMPANY.

Sept. 17.—Captain Williams measured the distance yesterday from Deacon's shaft, to the back of the east and west lode, and found it to be twenty-seven fathoms four feet; but as the lode underlies south, he expects to drive seven fathoms more (or, altogether thirty-four fathoms four feet); to cut it, he thinks he will not be able to sink any further for water, by our present means. There has been driven altogether in the twenty-one fathom level, nine fathoms four feet, and they have commenced driving the twenty-one fathom end; the lode at present is from two feet six inches to three feet thick of cap, white iron, mundle, and succane. The deep adit has been driven north this week three fathoms; the ground favourable.

J. E. BLWSTY.

ALBION MINING COMPANY.

Sept. 20.—In surveying the underground departments of the mine this morning, I was pleased to find the lode in the sixty, east from engine-shaft on the counter, to be about eighteen inches wide, ore throughout. The lode in the forty-seven, east on the counter, is very large at this time, producing about three tons per fathom. The lode in the forty, east on the counter, still continues large, producing near two tons per fathom. The lode in the rise in the back of this level is large also, producing one and a half ton per fathom. The lode in the thirty, east on the counter, is eighteen inches wide at this time; assumes much the same appearance as the levels below, although not so rich. We have almost completed the tram-road at the forty-seven, which will facilitate the driving of the levels and opening of the mine faster than otherwise. Nicholson's shaft is sunk below the surface about fourteen fathoms, and a favourable stratum of ground presents itself in the shaft, which will enable us to sink faster in future.

JOHN MIDDLETON.

ROCHE ROCK MINING COMPANY.

Sept. 19.—The quantity of tin sampled on Thursday last is eleven tons: the dryness of the season would not admit of stamping more. The tributaries are raising large quantities of work more than we are able to stamp. The work from the several levels is also accumulating for the steam-stamps. The tributaries, pitches are in a flourishing state, and the tributaries are opening new levels on the course of the several lodes in good tin ground: this will enable us to work the mine on a more liberal scale when the steam-stamps are completed, which will be considerably in favour of the company. The appearances of the mine in connexion with the present price of tin are at present very flattering. The raise in the back of the sixty fathom level, west of the engine-shaft south lode, has partly succeeded in draining it. We have suspended it from the quantity of water issuing from the lode, and have commenced a winze to sink under the fifty fathom level, to hole to the raise above-named. The pitches on the north and south lode sixty fathom level, are at present producing good work. The fifty fathom level north lode is hard, but in tiny ground. The forty fathom level the same as last reported. The tributaries are breaking a large parcel of tin stuff from this forty, and also from the thirty fathom level.

S. ROBINS.

TAMAR SILVER LEAD MINING COMPANY.

Sept. 19.—The lode in the twenty-seven fathom level south has not been taken down since the last report, the level being driven by the side of it. We shall open on it in the course of a few days. The tributaries are taken altogether, looking as favourably as they were at the date of the last report, and we have a considerable quantity of ore at the surface in course of dressing. We hope to put the crushing machine to work in the course of the week. The railroad in the eighty-five fathom level will be finished in a few days, which will facilitate the working of the pitches in the level above it. The water is drained to the back of the ninety-five fathom level. We find the shaft nearly full of timber and stuff, and so very small and irregularly sunk, that it will require some time to complete it in proper working order to the ninety-five fathom level, but we have in the mean time quite enough to employ our tributaries above that level.

THOMAS PETHERICK.

TRELEIGH CONSOLS MINING COMPANY.

Sept. 17.—I am proud to tell you that all our proceedings in opening ground increase my expectations of a successful issue. In the engine-shaft the ground is not so hard, but the water increased; and in each of the ends, at the ten fathom level from this shaft, we have more ore than has been seen here before, and at a level or two deeper we may reasonably calculate on having a very productive lode. In the ten fathom level on this lode, at Williams's shaft, we have intersected a part of the lode, which will produce tin in the engine for a foot wide—good saving work: we calculate on a copper part about four or six feet further south, and are driving accordingly. At Shauger and Christie we are sinking the shafts with spirit, and shall do all in our power to have some discovery in time to report at the meeting. I am glad to find a deputation coming down to West Wheel Jewel, and hope Mr. Wilkinson will favour us with his presence. I am sure he will be pleased, and be able to give great information to the shareholders.

W. SINCOCK.

WEST WHEEL BROTHERS MINING COMPANY.

Sept. 17.—The winze under the twenty fathom level is holed to Lowe's shaft; the lode near the bottom of it has greatly improved, producing very good stones of silver ore, grey and blue oxide in spathos of iron, about seven fathoms under the twenty in the east end of the winze. I shall put some men to drive east on its course, to ascertain whether it has any connexion with the bunch we had in the bottom of the twenty fathom level. I am daily expecting to cut the lode at the thirty to the south of the shaft three fathoms deeper than where we had the stones of silver. The lodes in the twenty at both ends are just as last reported. The ground in the thirty-three cross-cut at Henrietta has been much harder these few days past, but from more water issuing I am in hopes to meet with a fairer stratum ere long.

JAMES CARPENTER.

BORINGDON PARK MINING COMPANY.

Sept. 17.—I was at the mine yesterday, and find the erections, &c. nearly all complete, and the mine at the adit level much the same as for some time past.

JOSEPH MALACHY.

NORTH CONSOLS MINING COMPANY.

Sinking a shaft in the bottom of the thirty-four; here the lode is very much increased in size, and produced very good stones of yellow ore last week. Driving the thirty-four east from Letcher's; here we still continue to drive by the side of the lode, as the ground is much softer and more speedy for driving, to cut under John's shaft. Driving the sixteen north from little whim shaft; still continues a good killing country; the branches we have cut are but small. We have not sunk any thing in Knight's shaft the last week, for want of air; and as this shaft is nearly down to the twenty-four, we had better stop until we get this level home to the shaft. Driving the ten, west from Williams's, on some branches south of the lode. In the ground we have driven it produced some good yellow ore; at this time it is a little poor. Driving the new adit southward; not cut any branches during the past week. Driving the adit level on the gozian lode; here the lode is not so large as it has been, but still a good-looking gozian, and producing a small quantity of black ore. Driving the twenty-four, east from John's; the lode is large and coarse. We are getting near Huckle's shaft, and towards Stevens's bottoms: I hope we shall have a change here for the better. In the little whim-shaft, sinking from surface, there appear to be two lodes; we have holed to the south lode, to the sholler adit, and are now sinking and trying on the north lode. Sinking Williams's shaft under the ten; here the lode is large, and has a good appearance, producing stones of yellow ore. We have commenced sinking the new engine-shaft from surface; it is sunk about two fathoms. Still continuing to drive the cross-cuts at the ten fathom level: we have not cut the lode as yet, as we expected. The tributaries are working very regularly, as usual. We have thirty tons of ore dressed since we last sampled, but cannot say the quantity we shall have the next sampling as yet.

THOMAS TIPPETT.

ENGLISH MINING COMPANY.

Great St. George, Sept. 20.—As many things are requiring my attention and consideration, you must please excuse the particular account of each level, &c., according to my usual custom, and content yourselves with the following observations on some of the most interesting of our underground proceedings. Since the setting we have passed through some very dead ground at the ten fathom level, west on Callaway's lode; a great improvement, however, has taken place within the last few days, and the lode may be well called rich, the ore contained in it a fine bright yellow. It was considered on the setting day that the lode was cut after which we were seeking at the twenty fathom level cross-cut, west of Stephens', but in opening the square fathom set on that day, another and much finer lode was intersected, containing ore, mundle, and spar. It is decidedly more promising than at the thirty, to which level we entered, forming a communication. When this is effected, and some fathoms extended on the course of the lode, a very fine portion of ore will no doubt be raised from its backs. The ground is favourable in the cross-cut driving south at Humphries' shaft towards Mitchell's north lode. No branches have yet been discovered to the south of Callaway's lode at the ten fathom level east, but the lode is still driving, having that object in view. The slope taking down by Prout and partners, from the back of the ten, west from Stephens', looks well, and will most probably produce as large a quantity of ore in this as in the last five weeks month. Good luck appears to follow some men, and that to the very sad chagrin of others. Phillip Coombe, who for several months past has been accumulating considerable sums of money from old pitches refused by the former occupiers, has this month made a discovery in his pitch at the south mine which, at the tribute of 4s. in the pound, will leave himself and partners a good 20l. or 30l. per maa. In consequence of this we have altered the position of our south summen, who are now driving on the course of that lode upon which the discovery has been made. With the exception of the pitch already named, I do not know that any thing new can be reported of our proceedings in the tribute department, neither can I communicate any intelligence of importance respecting either Wheel Prudence or Wheel Leisure, those mines remain pretty much in the same state as on the day of the setting.

H. HUMPHRIES.

BRITISH COPPER MINING COMPANY.

Great Wheel Charlotte, Sept. 21.—The lode in the fifty-two east is large and ore, but not rich; in the back behind the end the lode is from four to five feet wide, yielding from two to three tons of ore per fathom. The lode in the back of the fifty-two east is eight feet wide, yielding from three to four tons of ore per fathom; and had it not been very hard we could raise ores fast from this part of the mine. The lode in the forty-two east is four feet high, ore throughout, and promising. In the back, over the end, the lode is three feet wide, yielding from two to three tons of ores per fathom. In the backs and bottom of the forty-two fathom level west, the lode is from five to six feet wide, and will yield on an average four tons of ore per fathom. The lode in the twenty-two east is small, yielding a small quantity of ore.

JAMES STEPHENS.

UNITED HILLS MINING COMPANY.

Diagonal Shaft.—Lode from four to five feet wide, the greater part of which excellent gozian, with stones of very rich ore; a better gozian cannot be seen in any mine. Twenty-five Fathom Level West End.—Lode four feet wide; eighteen inches a very fine gozian, with ore; the east end is disordered with small branches of ore. Adit Level.—The lode in the east end is three feet wide, producing stones of ore. The lode in the west end is five to six feet wide, two feet of which, good ore ground; the pitches in this level look very well, and are producing a fair quantity of ore. Ten Fathom Level.—The lode in these ends produce a little ore, but rather coarse in quality; the pitches generally look well, and are producing a fair quantity of ore; rather

improved since survey day. Twenty Fathom Level.—The east end is very much improved; lode three feet wide, one foot of which very good ore. The west end lode six feet wide, three feet very good for ore; the pitches generally look well, and produce a large quantity of ore. Twenty-seven Fathom Level.—Lode is large altogether, but at present in a very disordered state, and therefore unproductive. The winze in bottom of this level is communicated to the thirty-six, which gives the latter level good air. Thirty Fathom Level.—There has not been much done in this level for the present month, waiting the communication of a winze from the twenty, which is now effected, and we have this day set the end at 8l. per fathom; lode three feet wide, but coarse in quality; thirty-six fathom level, no alteration in the lode since last report. The ground in each of the levels is very favourable for driving, which is a great object, in order to forward the work; as these levels are very important, we have this day sampled four hundred and two tons of copper ore.

C. PENROSE.

REDRUTH UNITED MINING COMPANY.

Sept. 19.—The lode in the forty-four fathom level west of the engine-shaft is divided into branches: at present we are driving on the south part, which is small and poor. The lode in the forty-four fathom level east of the engine-shaft is about five feet wide, composed of mundle and spar, and copper ores. Joseph's shaft and the winze bottom of the thirty-two fathom level west of the engine-shaft, we are obliged to suspend sinking for the present by means of water. There is little or no alteration in any other part of this mine since my last. At Buckett's we have, during the past week, been dividing and casing Buller's shaft from the twenty fathom level to the bottom, so that little or no alteration has been made, and we shall begin to open a thirty-two fathom level from this shaft on the lode. We have just begun to sink a winze on the bottom of the twenty fathom level west of Buller's shaft; the ground is soft, lode about two feet, not rich. The cross-cut in the twenty fathom level north of Buller's shaft has been driven six fathoms since setting day, and a branch cut four or five inches wide; we expect in driving six fathoms further to cut the middle lode. At Cljiah the lode in the twenty fathom level west of the engine-shaft is about one foot wide, more promising for tin ores than it has been for some time past. The lode in the said level east is about a foot and a half wide, composed of spar, mundle, and copper ores.

R. GOLDSWORTHY.

REDMOOR CONSOLIDATED MINING COMPANY.

Sept. 19.—The lead lode at the thirty fathom level north of Johnson's shaft continues good, though in hard ground. At that level, driving south on it, we have an improvement; the lode is now from six to nine inches wide, very good; and from the indications at this depth, we expect that the forty fathom level (which we have just commenced driving) will be a very productive one. At the engine-shaft we have been driving west in a branch at the twenty fathom level, for the purpose of intersecting Trelease's lode (running obliquely towards it); the ground is at present favourable, which will facilitate our cutting the main lode. Our progress in driving the adit level north, to cut the Holmbush lodes, is very satisfactory.

WM. PETHERICK.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING COMPANY.

Gongo Soco, 19th June, 1836.—I beg to refer you to the accompanying duplicate of my last respects under date of the 14th instant; reverting to paragraph 2 of my said letter, I beg to call your attention to the accompanying observations made by the mining captains upon direction No. 35, of which I sent a copy in my said letter, and which embodied your instructions as to the future mode of working Gongo mine. For greater facility of reference, I have thought it advisable to have another copy made of direction No. 35, with the captains' observations copied opposite each part of the direction to which they refer; you will see that the captains are so firm in their belief of the existence of the lode to the south, and not to the north of Vessey's shaft, that they would, if they had been left to their option, drive north to see whether a lode is to be met with in that direction before, rather than sinking Vessey's shaft. I beg to submit that this most important of all points, is one upon which the memoranda transmitted in your letter of the 6th of April are not agreed; and from this circumstance I hope I shall not be considered as deviating from your instructions, if I consent at length to the captains' repeated wish, that a cross-cut should be driven from the present bottom of Vessey's shaft. This doubt has not, however, as you will see, in the least retarded the preparations for sinking that shaft; and if it should ultimately be decided to drive the cross-cut here referred to, the two operations will be carried on simultaneously. Should the captains' opinion as to the course of the lode south be justified by the result, we should have the drive ten fathoms to the south from the bottom of Vessey's shaft, when sunk to a depth of fifty-five fathoms, to fall into the lode again at the points where it would pass, judging from its dip; and supposing always that the captains' surmise as to its existence south to be correct, you will not expect more than to give a negative opinion of my own upon this important disputed question; for he must be a bold man who will say, however much of a miner he may have been or thought himself before, that he has learnt the Gongo mine in three months. I do not positively contradict the opinion of those who assert that the lode is to the north of Vessey's shaft, but I am decidedly of opinion that the local arguments and appearances are very strong in favour of a south lode. In order to throw as much light as possible on this complicated question, I have issued another direction, No. 38, of which I send a copy herewith, and which embodies all the arguments contained in the memoranda transmitted in yours of the 6th April: without however infringing the spirit of your instructions in that respect, I have laid before the captains with that direction a copy made here of the cross-section which accompanied these memoranda, and you will see by their letter of the 17th inst., that they will offer some observations on direction No. 38, in time for the next post of the 24th inst. The great question with us now is, whether we can or should carry on the erection of the new stamps referred to in paragraph 4 of my letter of 24th May, jointly with the new operations we are now commencing agreeably to your orders. We had decided upon the measure, and upon building a thirty-head instead of a twenty-four, and had commenced clearing the ground for the purpose. I must beg you will turn to the mining captains' letter of 24th December, 1834, to the mining captains offering certain objections to their plan; and I cannot but think, on mature consideration, that the balance is in favour of the advantages, particularly with reference to the possibility of increasing the produce of the mine by increasing the quantity of the stuff stamped, in which case the four lower head-stamps would be repaired for continued use instead of being dispensed with. I transmit the captains' mining report to the 18th inst., and the account of produce for the nine days to that date. I should be quite disheartened at the continuation of such poor returns were such a feeling allowable in a pursuit of so much fluctuation and uncertainty as mining, and had not oft-repeated experience forbidden the existence of despondency in connexion with operations at Gongo mine. The poorest ground is likely at any moment to bring us into rich produce, though it must be admitted that the occurrence of great bunches in the eastern part of the mine at our present depth must, from the extent of our operations, have become every day less probable; of the west, however, we all entertain great hopes, and we are sanguine that our operations in that quarter are opening the way to a new era of success.

Copy of Direction, No. 38.

Coza Grande, June 16.—Mining Department.—The chief commissioner hereby gives notice to the chief captain and the mining captains, that he has transmitted to the board of directors a copy of direction No. 35, and stated at the same time that he would report to the board, on the 19th inst., the result of the various conferences which had been and would be held between the mining captains and himself, on subject of the board's orders as to the mode of working the mine, and that the plan to be pursued in carrying those orders into effect would be agreed upon before that day, and then reported, accompanied by any observations which the mining captains and himself might have to submit, jointly or separately, to the consideration of the board.

In order to facilitate the discussion of this important subject, the chief commissioner sends herewith, a cross-section of the mine, to explain more clearly the difference in views and opinions, relating to certain parts of the mine, which appears to exist on the part of the board, and which have given rise to the orders they have transmitted, as stated in direction No. 35. This cross-section has been made from the actual measurement of the ground-plan, and longitudinal section of the works; it traverses Skerrett's and Gibson's shaft, in line at right angle to the direction of the main jactinga, and the following extracts from the memoranda of instructions transmitted by the board, will explain what principle and opinion the said section is intended to illustrate:—

The workings on the main jactinga have been followed in Gibson's shaft as far down as the forty-one fathom level, A (see section), and when driving the cross-cut B in the forty-eight towards Skerrett's shaft, the same jactinga has been cut at C, being precisely the spot through which it would be found to pass, calculating from the dip. From this circumstance it appears evident that the main jactinga continues without interruption downwards to the forty-eight fathom level, and there is no reason to doubt that it continues further in depth. The whole attention seems to have been directed to the so called south jactinga, under the supposition that the main jactinga has been heaved southward by a slide, and that those layers of jactinga met with in the bottom south of the Gongo adit, are the continuation of the main jactinga; but there is no indication of a slide in the main jactinga to warrant this supposition, or the belief that the riches of the main jactinga have jumped into the so called south jactinga at Skerrett's shaft. This so called south jactinga is nothing more than the soft west channel of ground (see cross-section) lying upon the bed of the main jactinga, and containing layers of jactinga, in which there are small veins, showing some samples of gold when washed. This occurs chiefly in the horizon of the forty-eight fathom level, but the same thing is to be found in numerous places in the Gongo formation, and in other formations. It appears from the mining re-

ports of the six months to the end of December, 1835, that all the gold for the washing-house has come from the north vein, viz. from the thirty-four fathom level, east of Lyon's, and the fourteen fathom level, west of Goldsmith's shaft, but there is no account in these reports stating where the stuff for the supply of the stamps has been obtained, what the nature of the backs of the strata in general was, and whether in working these backs at increasing depth any change has taken place in the nature of the jactingas. The workings on the main jactinga in depth, which alone could throw light on the future prospects of the mine, have been extensively carried on. The backs of the forty-eight fathom level have not been touched at all, and those of the forty-one only west of Bayley's shaft. It is not to be supposed, because the backs of the forty-one were poor, that the riches do not continue at greater depths. In every rich mine poor parts of the formation are met with, but the system of working must be arranged according to those occurrences.

G. V. DUVAL.

SALE OF LEAD AND COPPER MINES.—At Messrs. Winstanley and Sons' sales, at the Clarendon Rooms, Liverpool, on Wednesday, one-fifteenth share of the Isle of Man mines was bought in for 3150l.; and six 48th shares in the Conistone copper mines were bought in for 140l. each, and subsequently sold at 165l. each.

COPPER.—The quantity of copper ore imported into the United Kingdom in the year ending January 5, 1836, amounted to 13,945 tons, 1 qr., 12 lbs.; and the quantity of fine copper exported from the United Kingdom in the same year amounted to 9111 tons, 5 cwt., 2 qrs., 24 lbs.—Grylls' Mining Sheet.

THE STAFFORDSHIRE POTTERIES.—We regret that we are obliged to state that no progress whatever has been made towards the adjustment of the dispute between the manufacturers and workmen in the Staffordshire potteries. The men are still "out" at thirteen manufactories. We hear that at some of the houses which have not been stopped, many of the hands have been re-engaged on the terms proposed by the Chamber of Commerce. The manufacturers have resolved firmly to resist what they consider the mischievous and unjust aggressions of the men; and the "Union," we understand, is as resolute in its determination to carry its point, which, it contends, is most just and reasonable.—Staffordshire Advertiser.

CLIFTON BRIDGE WORKS.—Under the personal superintendence of Mr. Brunel, the new bar has been passed across the Avon. The masonry for the abutment, on the Leigh Wood side, is now proceeding with all dispatch consistent with sound workmanship. The plan adopted by the contractors for raising all materials to the place of work is well contrived, and shows a strict adherence to the economy of labour. An inclined plane, constructed of timber, follows the acclivity of the rocks, upwards of 300 feet in height, upon which traverses a triangular carriage, on iron tram-ways, worked up and down by a rope, led on to a drum-wheel at the bottom. The operation of raising two tons of stone, or other material, occupies about five minutes, and is worked easily by two horses.—Bristol Journal.

AGE OF THE WORLD.—At one of the late evening meetings of the British Association, Dr. Buckland declared that millions of years must henceforward be assigned to the age of the world, and that the best Hebrew scholars had lately given a new interpretation to the two first verses of Genesis. This announcement of the reverend doctor was received with applause that lasted some minutes. On this subject a letter appears in our columns of to-day.

PUBLIC PETITIONS.—The total number of public petitions presented to the House of Commons during the past session, to the 26th of August inclusive, was 5831.

FRENCH AND ENGLISH MANUFACTURES.—The proprietors of Vauxhall caused several patterns of silk to be sent from Lyons for the construction of their new balloon, but none were found in strength and fineness to equal those manufactured by our Spitalfields weavers, to whose lot this extensive order consequently fell. The unusual width of the silk (forty-four inches) required all the looms to be made expressly for the purpose; and none but the strongest and most experienced of the workmen could accomplish the task.

TWO-WHEEL CARRIAGES.—By an Act just passed, exemption is granted for any carriage with less than four wheels (not let to hire), drawn by one horse only, whatever may be the construction of the carriage—provided the value of the carriage, together with the cushions, or other articles used, shall not exceed 21l., and shall be marked with the name, residence, and the occupation of the owner, in Roman letters of two inches, at least, in height, and of a proportionate breadth. This latter requisition it is intended rigidly to enforce.

ARAB FIGURES.—The Duc d'Orleans has brought from Africa a collection of small Arabic models, of men and women, animals and plants. They represent all that is curious in that country; but as they are only of baked clay, and very fragile, his royal highness has ordered them to be modelled in bronze, for his African saloon.—Athenaeum.

FROM THE LONDON GAZETTE,

Tuesday, Sept. 20.

PARTNERSHIPS DISSOLVED.

S. Wilding and J. Woodbourne, New Bond-street, milliners.—T. Wild and T. Bamford, Waerdele, Lancashire, machine makers.—W. B. Dickinson and J. Bratthwaite, Macclesfield, surgeons.—G. Copeland and J. Graham, Nottingham, lace manufacturers.—J. Monkhouse, J. Whitfield, and E. Monkhouse, Barnard Castle, Durham, carpet manufacturers.—J. Zanfir and F. Guger, Blandford Forum, Dorsetshire, jewellers.—T. Toney and J. Radford, Birmingham, drapers.—J. C. Schild and J. Blatchford, Greek-street, Soho, tailors.—J. Orrel and T. Clegg, Wigan, Lancashire, machine makers.—W. R. Blakesley and B. Blakesley, High-street, St. Marylebone, tea dealers.—J. Botcherby and B. R. Aston, Hollybush-place, Bethnal-green, dyers.—C. Dodd and M. Taylor, Northampton, lace merchants.—J. W. Seaton, J. T. Seaton, and K. Seaton, Market Harborough, Leicestershire, mercers.

BANKRUPTS.

Charles James Christmas and William Hart, Church-passage, Rotherhithe, cement manufacturers, to surrender Sept. 28, Nov. 1, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Whitehouse, Quality-court, Chancery-lane; official assignee, Mr. Clark, St. Swinith's-lane.

Ralph Speechley, Finchurch-street, City, commission agent, Sept. 20, Nov. 1, at the Court of Bankruptcy. Solicitors, Messrs. Clutton and Fearon, High-street, Southwark, and Crown-office-row, Temple; official assignee, Mr. Edwards, Pancras-lane.

John Haycock Walduck, Birmingham, dealer in wines, Sept. 23, Nov. 1, at Dec's Royal Hotel, Birmingham. Solicitors, Messrs. Ingley and Wragge, Birmingham; and Messrs. Norton and Chaplin, Gray's Inn-square.

George Richards, Upton-upon-Severn, Worcestershire, maltster, Oct. 6, Nov. 1, at the Unicorn Inn, Worcester. Solicitors, Mr. Gregg, Ledbury, Herefordshire; and Messrs. Platt and Hall, New Boswell-court, Carey-street.

George Lawton, York, dealer and chapman, Oct. 5, Nov. 1, at Etridge's Royal Hotel, York. Solicitors, Mr. Smithson, or Mr. Wormald, York; and Mr. Capes, Raymond-buildings, Gray's Inn.

Jacob Watts, Bristol, boot and shoemaker, Oct. 5, Nov. 1, at the Commercial Rooms, Bristol. Solicitors, Messrs. Bevan and Brittan, Bristol; and Messrs. White and Whitmore, Bedford-row.

DIVIDENDS.

Oct. 14, C. Sanderson, Prince's-street, Hanover-square, hotel keeper.—Oct. 12, J. Whitehead, Woodford, Essex, dyer.—Oct. 20, W. Hopewell, Lenton, Nottinghamshire, joiner.—Oct. 11, G. Walker and W. H. Walker, Newcastle-upon-Tyne, ironfounders.—Oct. 11, J. Walton, Redditch, Worcestershire, victualler.—Oct. 17, E. Markland, Great Yarmouth, chemist.—Oct. 12, C. Wright, Dover, innkeeper.—Oct. 13, W. Fly, Herne Bay, builder.—Oct. 20, B. Clitherow, Horncastle, Lincolnshire, scrivener.—Oct. 13, C. Redman, Herne Bay, builder.—Oct. 6, J. Galley, Wheelock, Cheshire, corn dealer.—Oct. 12, W. Armstrong, Newcastle-upon-Tyne, merchant.—Oct. 12, W. Kingsford, Buckland, Kent, paper manufacturer.—Oct. 13, S. Kingsford, Sturley, Kent, miller.—Oct. 13, J. Kingsford, Canterbury, miller.—Oct. 12, W. Willis, Exeter, builder.—Oct. 21, T. Cracknell, Birmingham, grocer.—Oct. 13, D. Morling, Great Yarmouth, grocer.—Oct. 21, J. Hadley, Birmingham, button manufacturer.—Oct. 27, S. Hider, Brighton, builder.—Oct. 12, E. Jones, Liverpool, grocer.—Oct. 13, F. Howe, Margate, hotel keeper.—Oct. 12, J. W. Gough, Dursley, Gloucestershire, stationer.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Oct. 11.

W. Watts, Lutterworth, Leicestershire, cattle dealer.—R. Lloyd, Birmingham, victualler.—J. F. Moss, Chester, wharfinger.—W. York, Cirencester, ironmonger.—J. Hewlings, Bristol, carrier.—B. B. King, Fish-street-hill, stationer.

SCOTCH SEQUESTRATION.

Robert P. Handyside, Fisher-row, Edinburgh, wood merchant, Sept. 23, Oct. 7, at the Old Signet Hall, Royal Exchange, Edinburgh.

Friday, Sept. 23.

PARTNERSHIPS DISSOLVED.

S. S. Jackson and W. Travis, Stockport, hat manufacturers.—C. Benson and A. T. Lovesey, Mansell-street, Goodman's-fields, wine-merchants.—J. Herod and A. Herod, Manchester, bakers.—S. Stanley, J. Stanley, and T. Stanley, Cromer-street, St. Pancras, snuff-manufacturers.—P. F. McKenna and J. McKee, Liverpool, wine-merchants.—L. Shewer and H. R. Ewart, Sheffield, clock-manufacturers.—T. R. Bethell and B. Woods, Howley Works, Warrington, varnish-manufacturers.—S. Papiet and T. Jesper, Commercial place, Kentish-town, tea-dealers.—E. Meigh, J. Goodwin, and A. Booth, Lane-end, Staffordshire, china-manufacturers.—T. Foxwick and M. Dixon, Durham, owners of Keeper Colliery.—H. B. Tyms and H. Deighton, Worcester, printers.—R. Stone and J. Sanders, Totton, Bedfordshire, farmers.—C. Varham, J. Ewart, F. J. Delafosse, L. Littleale, H. Littleale, and R. Aspinall, Liverpool, tea-brokers.—S. Pratt, C. Pratt, and E. Pratt, Rotherham, Yorkshire, wine-merchants.

INSOLVENT.

Sept. 23, Thomas Cecil Andrews, Hornsea, coal-merchant.

BANKRUPTS.

Jacob Wicks, Basinghall-street, warehouseman, to surrender Oct. 10, Nov. 4, at the Bankrupts' Court, Basinghall-street. Solicitor, Mr. Heathcote, Coleman-street; official assignee, Mr. Graham, Basinghall-street.

Charles Ferry, Hillier-street, Leadenhall-street, dealer in watches, Oct. 10, Nov. 4, at the Bankrupts' Court, Solicitor, Mr. Spyer, Broad-street-buildings; official assignee, Mr. Lockington, Basinghall-street.

Charles Aders, Crutched-frars, merchant, Oct. 3, Nov. 4, at the Bankrupts' Court, Solicitors, Messrs. Baxendale, Tatham, Upton, and Johnson, Great Winchester-street; official assignee, Mr. Groom, Abchurch-lane.

Thomas Welsh and John Selia, New Islington, in Ancoats, Lancashire, cotton-spinners, Oct. 5, Nov. 4, at the Commissioners' Rooms, Manchester. Solicitors, Messrs. Atkinson, Birch, and Saunders, Manchester; and Messrs. Makinson and Sanders, Elm-court, Middle Temple.

Goodman Francis and Thomas Francis, jun., Cambridge, corn merchants, Sept. 29, Nov. 4, at the Eagle Inn, Cambridge. Solicitors, Mr. Twiss, Cambridge; and Mr. Lythgoe, Essex-street, Strand.

John Teasdale and George Atkinson Swales, Sheffield, timber-merchants, Sept. 29, Nov. 4, at the Town Hall, Sheffield. Solicitors, Mr. Bromhead, Sheffield; and Mr. Duncan, South-square, Gray's Inn.

DIVIDENDS.

Oct. 15, S. Brown, Tealby, Lincolnshire, grocer—Oct. 6, J. Galley, Wheelock, Cheshire, corn-dealer—Oct. 15, J. O. N. Rutter, Lymington, Hampshire, wine-merchant—Oct. 20, J. Cunningham, sen., and J. Cunningham, jun., Spalding, Lincolnshire, ironmongers—Oct. 20, A. Davis, Arundel, Sussex, chemist—Oct. 27, T. Reynolds, Highworth, Wiltshire, draper—Oct. 17, J. Francis, Leeds, innkeeper—Oct. 15, W. B. Lilly, Birmingham, coal-merchant—Oct. 21, H. Davenport, Kingston-upon-Ull, grocer.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Oct. 14.

A. L. Burgess, Blyth, Northumberland, alkali-manufacturer—W. Pound, Long-acre, carriage-lamp-manufacturer—J. Mitchell, Holbeck, Yorkshire, cloth-dresser.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—For British Plantation Sugar there has again been only a limited demand, the grocers and refiners still purchasing just what they required for immediate use; the market, however, is firm, and is not generally inclined to sell, except at fully the prices of last week. The estimated purchases for the week are 1400 hds.; the prices paid were 70s. for very good Antigua; 68s. to 69s. 6d. for good middling Jamaica; 68s. 6d. for middling Demerara; and 66s. for middling St. Kitts.

Mauritius.—In this description of sugars there has been no public sales until this day, and privately the business has been very trifling; at the prices of last week; 1905 bags were brought to public auction, which went off with good spirit; the whole was sold, and at fully previous rates; good bright, 65s. 6d. to 66s.; middling yellow, 65s. 6d. to 66s.; good brown, 61s. 6d. to 64s. per cwt. A vessel has arrived in this port from the Mauritius with 3203 bags.

East India Sugars.—Notwithstanding the flat state of the market for all kinds of foreign sugar, the importers will not submit to any reduction in prices: the private transactions this week have again been only small parcels of Bengal by the grocers; for exportation hardly any thing has been done. At public sale 201 cists and twenty-two barrels of Brazil were brought forward and all bought in; the sale, however, about thirty chests of brown have been disposed of at 3s., and some of the good white have also been taken at 3s. to 3s. per cwt.

Refined Sugars.—The market for refined goods has been exceedingly dull all the week, and the demand limited; goods suitable for the home trade are a shade lower; the business done for exportation has not been to any amount, but lower prices have not been submitted to by the refiners. For double crushed free on board, 45s. to 46s. 6d. has been paid; for Dutch crushed, 42s. 6d.; lumps to pass the standard, 36s. to 36s. 6d.; single loaves, 36s. to 36s.; powder ditto, 36s.; Hamburg ditto, 37s.; double refined, 100s. to 110s. Bastard sugars are to be bought on easier terms.

West India Molasses.—The market is heavy, and small parcels have been offered at lower prices; this afternoon a parcel of middling Tobago sold at 32s. per cwt. for British, 27s. to 28s.; patent, 24s. to 27s.; inferior, 21s. to 22s. per cwt. **SPICES.**—Pepper: the demand has been steady; at public sale, 1076 bags were offered, only a part of which found buyers at 33d. per lb. Pimento—the business has been trifling; sixteen bags have been sold at 33d. per lb., for middling quality. Nutmegs are still held with firmness; some small purchases have been made at 7s. to 7s. 2d. per lb. Cloves continue firm in price. Cassia—there is no demand for this article, still the holders will not sell at reduced rates.

COFFEES.—The market for British Plantation coffees continues exceedingly dull; prices show no disposition to purchase, and were the importers inclined to press for a reduction in price must be submitted to. East India have likewise been very lifeless; Ceylon, for home consumption, have been purchased at 12s. per cwt. Mocha is required after to a very limited extent. St. Domingo has been in demand by the shippers; several hundred bags have been taken at 12s. to 13s. per cwt., for fine ordinary.

TEAS.—Since the late public sales, the market has presented no new feature, excepting an inquiry for a few of the cheapest kinds of Congou at 1d. per lb. premium; fine and middling Hysons are heavy of sale, and may be quoted at a shade lower; there has been a good demand for fine Congou and Souchongs at 1s. 6d.

TALLOW.—The demand for Petersburg yellow candle tallow for the town trade has been considerable, and a great deal of business has also been done for consumption in the country; and, notwithstanding the large quantity that has arrived since, prices of last week have been fully maintained. There is no improvement in the demand for future delivery; the sales continue trifling at 43s. 9d. per cwt. The services from St. Petersburg this week state the market there was rather inactive; the price of yellow candle was 120 to 123 roubles per pod.

ROPES.—The supply of new ropes at market has been limited, altogether only about 2000 pockets. The wet weather has caused an unusual lateness in the picking of this season; and prices have in consequence considerably advanced. The most current is, new Sussex pockets, 98s. to 115s.; Kent ditto, 98s. to 120s.; some ditto, 130s.; yearlings from 76s. to 90s. The duty is estimated at 185,000. Jute is well attended by buyers, but very little business was done, owing to the prices being fifteen to twenty per cent. higher than was expected.

LIVERPOOL, SEPT. 22.

[FROM OUR OWN CORRESPONDENT.]

COTTON.—Last week the sales were 25,700 bales, the market closing firmly. The demand has since been moderate until this morning, when more inclination was shown to purchase, and some large speculative business occurred. The sales day are 5000 bales, the total sales since Friday being 13,000. There is some improvement in the lower sorts of American, and all descriptions bear very full prices. The present quotations are—Fair Gooderly 10s.; Pernambuco 13s.; Egyptian, 14s.; and Surat 15s. The present stock is 250,000 bales, the time of year. The latest sales from New York are to the 24th ult. inclusive. The sales at several American cotton ports up to this time were 1,336,000 bales, being an increase of 100,000 bales above the corresponding time in 1855. The stock remaining in the United States only amounted to 60,000 bales.

SUGAR.—The transactions last week were not worth notice, and since then only a sale has been effected; a reduction of 1s. per cwt. will not satisfy a buyer, yet it seems impossible that the trade can keep out of the market another day.

TEA.—The sales of the week were 350 puncheons, at rather higher prices for the qualities, which continue scarce; fine Demerara and Jamaica 4s. to 4s. 8d. per cwt.

CORN EXCHANGE, SEPTEMBER 23, 1856.

Wheat... p. 42s. to 47s. Malt... p. 38s. to 46s. Oats... p. 20s. to 29s. Barley... 30s. to 34s. Peas... 35s. to 42s. Beans... 9s. to 10s. 40s. to 41s. Potatoes... 42s. to 44s. Pollard... 14s. to 20s.

AVERAGE PRICE OF GRAIN, per Quarter.
Wheat... 36s. 7d. Oats... 35s. 1d. Beans... 37s. 5d. Barley... 32s. 9d. Peas... 33s. 2d. Potatoes... 40s. 8d. Pollard... 35s. 10d.

DUTY ON FOREIGN CORN.
Wheat... 18s. 6d. Oats... 12s. 3d. Beans... 9s. 6d. Barley... 16s. 9d. Peas... 2s. 6d. Potatoes... 3s. 0d. Pollard... 3s. 0d.

PRICES OF SEEDS.
Coriander Seed... 8s. to 10s. per Cwt. Clover Seed... red 4s. to 7s. do white 3s. to 6s. do Mustard Seed... 7s. 9d. per Bus. Ditto... brown 9s. to 12s. do.

FLOUR, per Sack.
Essex & Suffolk, on board... 38s. to 40s. 40s. to 42s. Norfolk and Stockton... 36s. to 38s.

SMITHFIELD, FRIDAY, SEPTEMBER 23.
To sink the offal—per 5lb.
Lamb... 3s. 6d. to 3s. 10d. 4s. 4d. Veal... 6s. 0s. 6d. 4s. 6d. Pork... 5s. 0d. 4s. 6d. 4s. 6d. Lamb... 4s. 4d. to 4s. 6d.

NEWCASTLE AND LEADENHALL.—By the Carcase.
Lamb... 2s. 4d. to 2s. 6d. 3s. 4d. Veal... 3s. 4d. to 3s. 6d. 4s. 4d. Pork... 3s. 4d. to 3s. 6d. 4s. 4d. Lamb... 3s. 4d. to 3s. 6d. 4s. 4d.

ISLINGTON.
Head of Cattle this day—Beasts, 95; Sheep, 7700; Calves, 232; Pigs, 511.
Head of Cattle on Monday—Beasts, 3213; Sheep, 25,790; Calves, 172; Pigs, 421.

ROMFORD.
Head of Cattle this day—Beasts, 95; Sheep, 7700; Calves, 232; Pigs, 511.
Head of Cattle on Monday—Beasts, 3213; Sheep, 25,790; Calves, 172; Pigs, 421.

TIMBER (per load.)
Oak (small)... 10 0 0 to 10 0 0
Oak (large)... 10 0 0 to 10 0 0
Pine... 10 0 0 to 10 0 0
Fir... 10 0 0 to 10 0 0
Bark... 10 0 0 to 10 0 0

BARK.
Oak (small)... 10 0 0 to 10 0 0
Oak (large)... 10 0 0 to 10 0 0
Pine... 10 0 0 to 10 0 0
Fir... 10 0 0 to 10 0 0
Bark... 10 0 0 to 10 0 0

SALES OF COPPER ORES AT SWANSEA, SEPTEMBER 14, 1856.

SALES OF COPPER ORES AT TRURO, SEPTEMBER 7, 1856.

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PURCHASES OF COPPER ORES AT SWANSEA, SEPTEMBER 14, 1856.

SEPTEMBER 14, 1886.							
Purchaser.	Mins.	Tons.	Total.	Price.	Amount.	Total Amount.	
				£ s. d.	£ s. d.	£ s. d.	
FREEMAN & Knockmahon	61			9 12 0	565 12 0		
Co.	60			9 5 6	556 10 0		
—	A'lhies	38		11 0 0	638 0 0		
—	.....	28		10 16 0	302 8 0	
			207			2082 10 0	
GARNETT & SONS.	Knockmahon	138		9 10 6	1314 9 0		
—	.....	116		9 2 6	1068 10 0	
—	Llandidno	264		13 10 6	411 8 3		
—	Ballygahan	24		3 7 0	8 7 6		
—	Stowrag	44		17 7 6	764 10 0		
—	Dolfrwyng	6		1 10 0	9 0 0		
			553			3566 4 9	
J. CROWN OFFER CO.	Knockmahon	9		8 12 4	77 12 6		
—	A'lhies	70		11 1 0	773 10 0		
—	.....	28		10 16 0	302 8 0	
—	.....	40		10 19 0	536 11 0	
—	Connorree	12		4 12 0	55 4 0		
—	Ballygahan	24		3 7 0	8 7 6		
			1704			1780 18 0	
F. NEVILLE, MR. DRUCE, and Co.	Ballymurtagh	30		4 9 6	134 5 0		
—	.....	27		5 3 0	139 1 0	
—	.....	31		3 19 6	302 14 6	
—	.....	42		4 17 6	304 15 0	
—	Knockmahon	89		11 3 0	984 11 0		
—	Foreign Slag	55		10 17 6	598 2 6		
—	Llandidno	264		13 10 6	411 8 3		
—	Ballygahan	14		5 16 6	90 4 0		
—	Stowrag	1		10 5 6	10 5 6		
—	Dolfrwyng	19		1 16 0	34 4 0		
—	.....	7		2 4 0	18 0 0	
—	.....	2		1 9 0	2 18 0	
			3654			2840 17 3	
VIVIAN and SONS.	Ballymurtagh	59		8 8 6	292 1 6		
—	.....	27 1/2		9 7 6	92 16 3	
—	.....	40		4 12 0	184 0 0	
—	.....	27		5 3 0	139 1 0	
—	Cronebane	49		4 9 0	218 1 0		
—	.....	20 1/2		3 4 0	65 12 0	
—	.....	24		2 18 0	89 12 0	
—	Holmbush	59		8 11 0	564 9 0		
—	Dolfrwyng	6		1 10 9	9 0 0		
			312			1484 12 9	
WILLIAMS, FOSTER & Co.	Ballymurtagh	40		2 7 0	94 0 0		
—	.....	27 1/2		3 7 6	92 16 3	
—	A'lhies	100		14 18 6	1492 10 0		
—	.....	80		11 9 0	916 0 0	
—	Cronebane	20 1/2		3 4 0	60 12 0		
—	Tigrony	58		6 6 6	372 13 6		
—	.....	46		5 18 0	371 6 0	
—	.....	6		2 16 4	16 19 0	
—	Connorree	47		6 14 4	316 1 6		
—	.....	45		4 9 6	201 7 6	
—	.....	12		4 12 0	55 4 0	
—	Simnea Dyllnan	84		11 4 0	940 16 0		
—	Ballygahan	16		5 16 6	93 4 0		
—	.....	13		3 6 6	43 4 6	
—	Chili	59		11 13 0	549 10 0		
—	Danescomb	9		6 11 6	59 3 6		
			634			5380 9 3	
BENSON, and Co.	Ballymurtagh	40		2 7 0	94 0 0		
—	.....	30		4 9 6	134 5 0	
—	.....	55		3 14 0	203 10 0	
—	Tigrony	6		2 16 6	16 19 0		
—	Norway	77		7 5 6	560 3 6		
—	.....	76		7 5 6	552 18 0	
—	Connorree	12		4 12 0	55 4 0		
—	West Cork	45		8 9 6	389 17 9		
			342			2006 16 6	
Total Tons.		2564	Total Amount.		19115 3		

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

NAME STOCK, 5 per Cent.	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
3 per Cent. Consols	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
3 1/2 per Cent. Consols	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
3 1/2 per Cent. Red. Ann.	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
3 1/2 per Cent. New 3 1/2 per Cent. Ann.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Long Ann.	100	100	100	100	100
Ann. for 30 Years	100	100	100	100	100
India Stock, 104 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
South Sea Stock, 34 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto Old Ann. 3 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto New Ann. 3 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
per Cent. Ann.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
India Bonds, 2 1/2 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Exchequer Bills, 1 1/2 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto 3 1/2 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Ditto 4 1/2 per Cent.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
3 p. Cent. Cons. for Ac. 18 Oct.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
India Stock for Ac. 18 Oct.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2

BANK OF ENGLAND—TRANSFER BOOKS.

Bank Stock	Thursday, Sept. 1, 1836.	Thursday, Oct. 13, 1836.
5 per Cent. Reduced.	100 1/2	100 1/2
3 per Cent. Reduced.	90 1/2	90 1/2
Old South Sea Annuity	100 1/2	100 1/2
3 1/2 per Cent. 1818	100 1/2	100 1/2
Long Annuities	100 1/2	100 1/2
Ditto for Terms of Years.	100 1/2	100 1/2
East India Dock	100 1/2	100 1/2

FOREIGN STOCKS.

NAME STOCK	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Belgian, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Brazilian, 1829	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Buenos Ayres, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Cuba, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Chilian, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Colombian, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, 1824, ditto	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Danish, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Dutch, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, 1825, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Mexican, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, deferred do.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, 1825, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, def. do. 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Neapolitan, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Peruvian, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Portuguese, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, New ditto.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, 3 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Prussian, 4 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Russian, 1825, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Spanish, 5 per Cent. Consols	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, passive	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, deferred.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Dutch, 2 1/2 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto, 5 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

FRENCH FUNDS.

NAME STOCK	Monday	Tuesday	Wednesday	Thursday	Friday
5 per Cent. Ann.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Es. on Lond. 1 mth.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
ditto 3 mth.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
4 1/2 per Cent. Ann.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Exchange	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
4 per Cent. Ann.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Exchange	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
3 per Cent.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Exchange	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bank shares	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

IRISH FUNDS.

NAME STOCK	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Government Debentures 34 per ct.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto Stock	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto New	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto ditto, reduced	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Consols	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
City Debentures	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Exchequer Bills	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

AMERICAN FUNDS.

NAME STOCK	Monday	Tuesday	Wednesday	Thursday	Friday
New York 6 1837	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1840	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1845	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Pennsylvania 1839, 40, 41.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1846	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1848, 49	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1850	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1852	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1855	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1857	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1860	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1862	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1865	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1867	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
1870	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ohio	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

COURSE OF EXCHANGE.

NAME STOCK	Monday	Tuesday	Wednesday	Thursday	Friday
American	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto at Sight	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Rotterdam	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Antwerp	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Hamburg	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Altona	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Paris, 3 days' sight	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Ditto	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Marseilles	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Frankfurt on Main	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Petersburg	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Hertin	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Vienna	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Trieste	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Madrid	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Cadix	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bilbao	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Barcelona	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

PRICES OF METALS.

NAME STOCK	Monday	Tuesday	Wednesday	Thursday	Friday
Copper, Brit.—Coke	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Tin	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Sheets	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bottoms	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Foreign—S. Am. (dp. 3/8)	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Tin, Brit.—Blocks	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Bars	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Plates, common	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
to best, per	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
box	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Wasters of the above Mks. 3s. less, all others 5s. less.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
(Others in proportion.)	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Foreign—Banks, 4d. each, 5d. 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
per cent. (Banks, 4d. each, 5d. 1/2)	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Lead, Brit.—Pig	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Sheet	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Red	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
White (dry)	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Do. (gd. in oil)	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Litharge	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Foreign—Spain, (dp. 40s. per ton)	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
do. (dp. 40s. per ton)	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

TIDE TABLE.

NAME STOCK	Monday	Tuesday	Wednesday	Thursday	Friday
High Water at London Bridge, from September 24 to September 30.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Morning	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Afternoon	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Price.	Dividend.
8,000	Albion Copper	5	34	4 1/2
4,000	Bischof Bridge	3	24	—
8,000	Blancaton	50	20	—
5,000	Boringham Park	20	16	—
8,000	British Tin	24	1	1 1/2
20,000	British Iron	56	50	42 1/2
6,000	British Copper	3	33	2 1/2
500	Carn Grey	10	7	4 1/2
100	Copper Bottom	5	15	4 1/2
6,000	Cornwall Great United	5	5	5 1/2
10,000	East Cornwall Silver	5	24	2 1/2
5,000	East Wheel Brothers	20	4	14 1/2
2,500	East Wheel Strawberry	10	34	4 1/2
200	East Wheel Kitty	8	8	—
2,500	English	25	12 1/2	21 1/2
1,150	Do. New Scrip.	25	10	19
10,000	Hibernian	50	104	18 1/2
6,000	Hayle Consols	5	3	2
1,000	Holmshurst	100	1	17 1/2
12,000	Kellewerris	5	19	24 1/2
2,000	Kerrow	5	2	1 1/2
5,000	Dartmoor Consols	5	3	—
20,000	Mining Co. of Ireland	25	7	—
4,000	New South Hoo	5	14	1
1,000	North Consolidated	20	15	9
8,000	North Cornwall	5	14	1
1,000	Old Moor	2	2	1
6,000	Perran Consols	5	—	2 1/2
3,000	Pollard Consols	10	8	—
5,000	Pollard	5	3	3 1/2
5,000	Pollard Consolidated	5	24	24 1/2
10,000	Rhymney Iron.	50	15	12 1/2
0,000	Redruth United	10	3	1
0,000	Roche Rock	3	14	1
0,000	Royal Irish	5	1	1
5,000	South Wheel Leisure.	5	2	1 1/2
8,000	St. Hilary	25	1	2
5,000	Tavistock	5	24	—
5,000	Tavistock	5	24	1 1/2
5,000	Trevelagh Consols	25	24	24 1/2
6,000	Tamar Consols.	5	2	—
6,000	Tin Croft	10	6	7 1/2
4,000	United Hills.	100	5	11 1/2
2,000	Wendron	8	8	—
3,300	West Cork	50	50	30 3/2
5,000	Wheel Brothers	20	20	43 1/2
5,000	West Wheel Brothers.	5	2	1 1/2
5,000	Wh. Haron. & Montague	5	1	24 1/2
2,500	West Trevelagh	5	1	24 1/2
5,000	Wicklow Copper	5	2	—
6,000	West Wheel Jewel	5	2	14 1/2
5,000	Wheel Gilbert	5	14	14 1/2
500	Wherry Mine	15	5	53 1/2
5,000	Wheel Morgan	5	2	2 1/2
5,000	Wheel Sisters	20	24	24 1/2